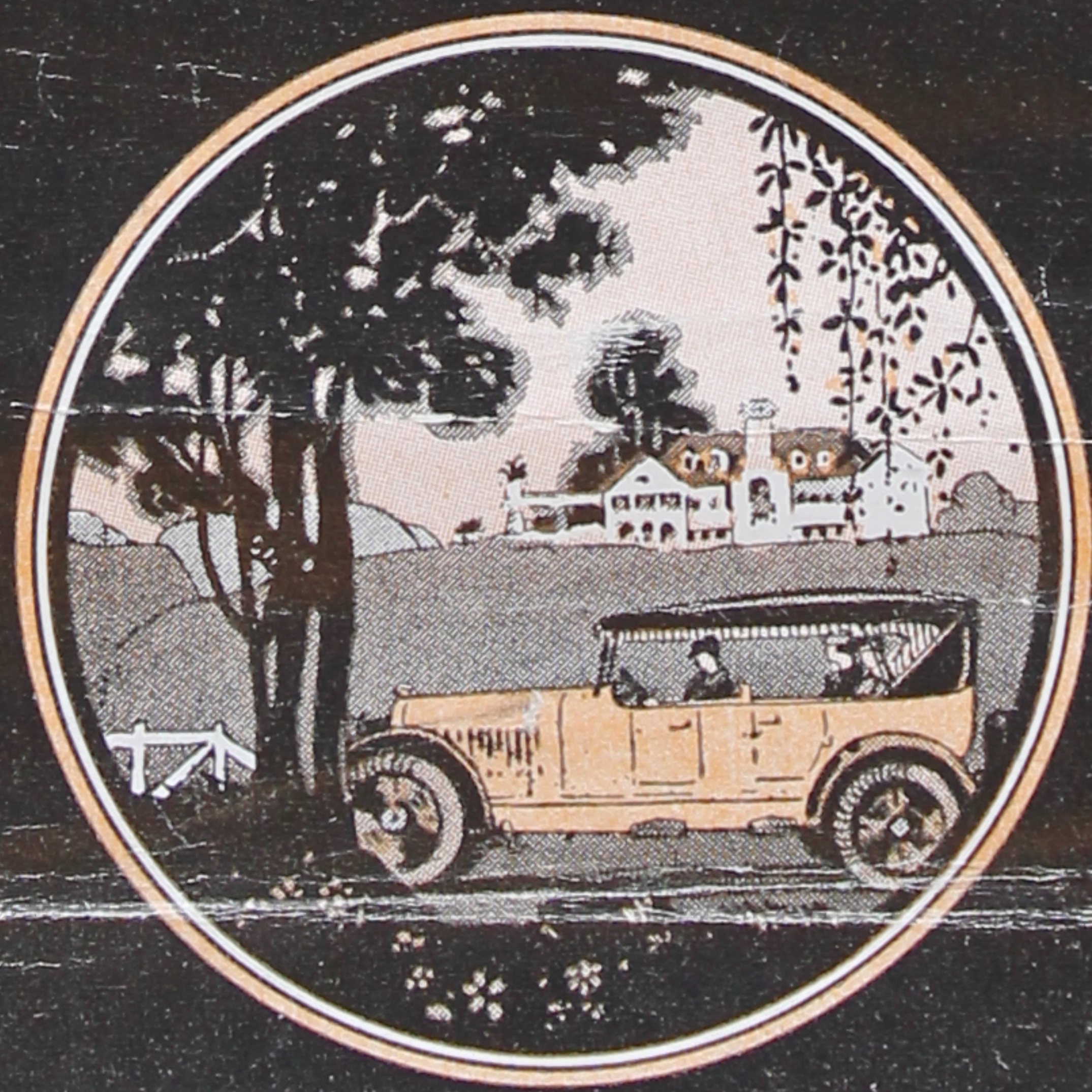


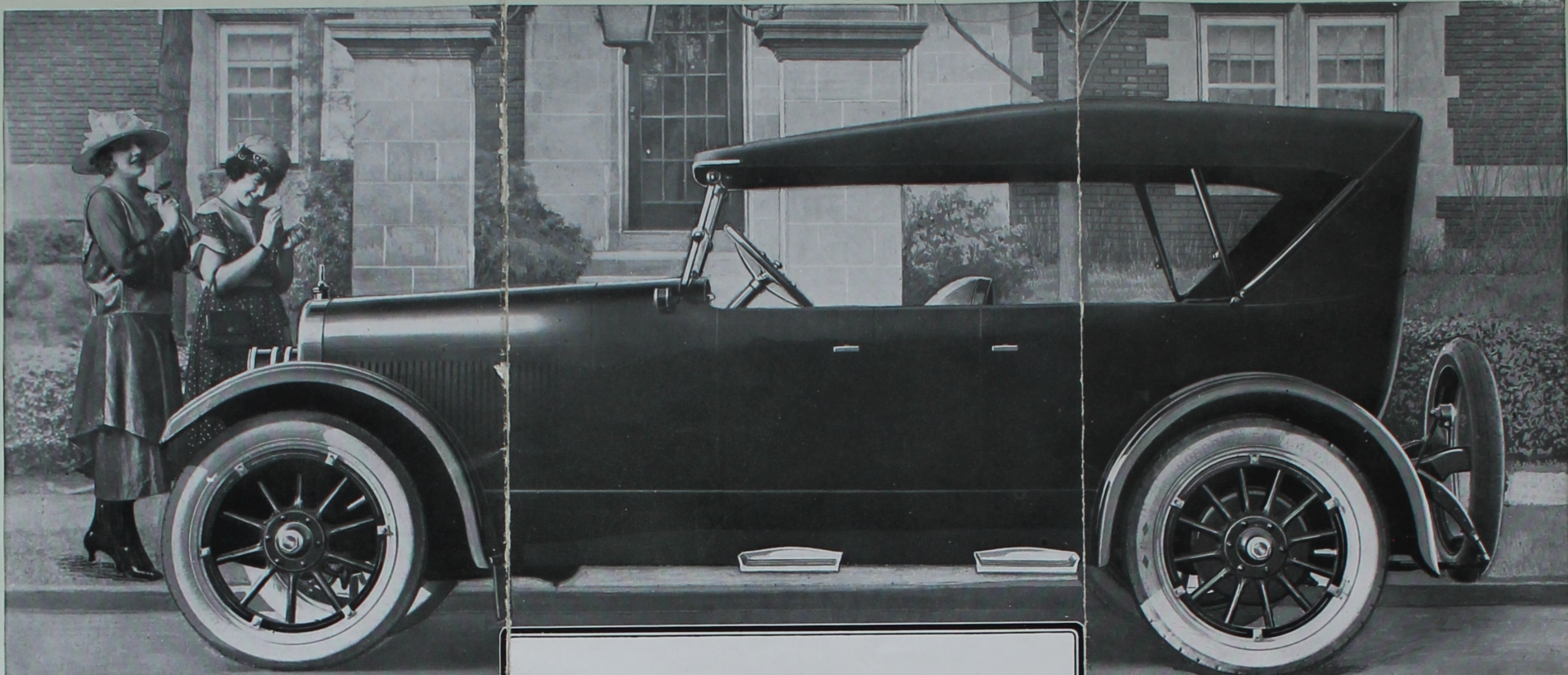
WASHINGTON MOTOR CAR CO.  
1800 14th Street, N. W.  
Washington, D. C.

# *The New* CHANDLER SIX

*The Greatest Achievement  
in all Chandler History*







FIVE-PASSENGER TOURING CAR

## THE EPOCH MAKING *New CHANDLER Six*

The greatest achievement of a company of motor triumphs—a car that establishes new standards

—in fitness:

**STYLE!** The introduction of a new era in motor car accomplishment! These facts register instantly—and emphatically—with your first look at the new Chandler. From the classy barrel type head lamps to the rugged spare tire assembly—from the snappy, distinctive aluminum steps to the graceful hand-tailored top—this sensational new Chandler is every inch a smart, modish car.

—in Beauty:

Long of line, deep sided and low swung, this greatest of Chandler creations possesses an irresistible outward grace. The shapely curves of the radiator and hood blend into the equally pleasing lines of the body.

The individual full crown fenders of a special raised design; the highly nickel plated radiator, cap and motometer; the captivating side lamps—miniatures of the barrel head lamps; the rectangular design, nickel plated windshield stanchions; the elimination of the old-fashioned running boards; the location of the gasoline filler and gauge at either end of the highly enameled tank; the ample strength of the spare tire carrier—every item a feature of rare beauty and utmost utility.

—in Comfort:

To step inside affords another thrill. The cushions are of alluring depth and softness, tilted to just the proper comfort point.

In the driving compartment the neat and accessible grouping of the instrument panel appointments (the fuse box, switch, oil gauge, speedometer, ammeter, dash lamp, cowl ventilator and carburetor regulators); the simply operated hand and foot controls; the efficient windshield wiper—all make instant appeal.

The same thoughtfulness for your every convenience is apparent in the tonneau. Robe and foot rails are placed to be of the most benefit. In the Touring and Dispatch cars a tonneau light and a package compartment with a lock, are provided.

A delightful freedom from riding fatigue is attributable to the new Chandler's unrestricted spring action. The long, flat underslung springs, with increased clearance between the rear axle and the frame, cushion every roughness of the roadway.

—in Power:

Power? A virile flood of it! This aristocrat of automobiles is driven by the renowned Marvelous Motor—designed and constructed in its entirety by Chandler.

Its features include a firm one-piece aluminum base, extending solidly from side to side of the frame; the silent chain drive for the auxiliary motor shafts—three chains running in a constant shower of oil; a highly effective combination manifold; and a high tension magneto for positive ignition.

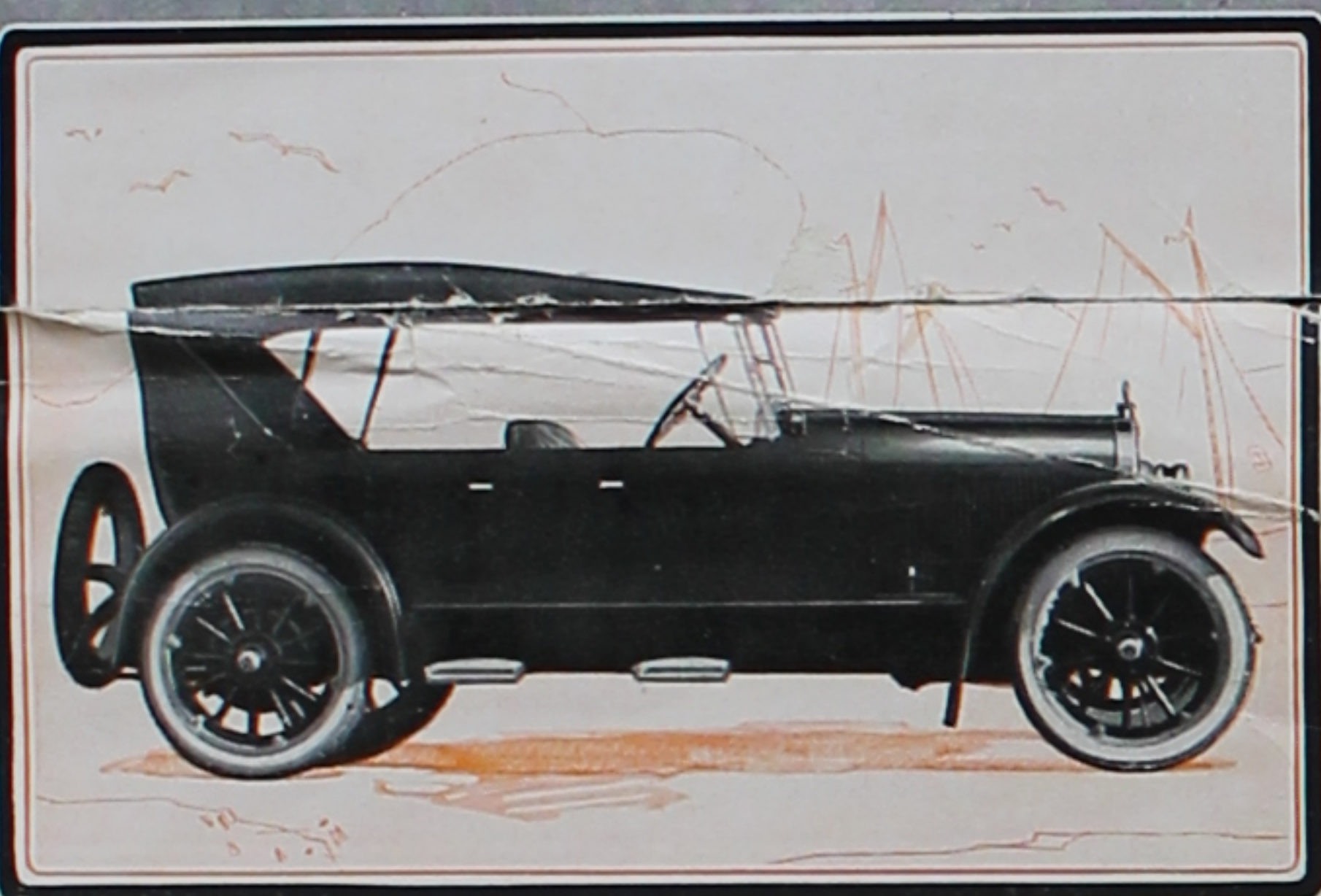
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—in Dependability:

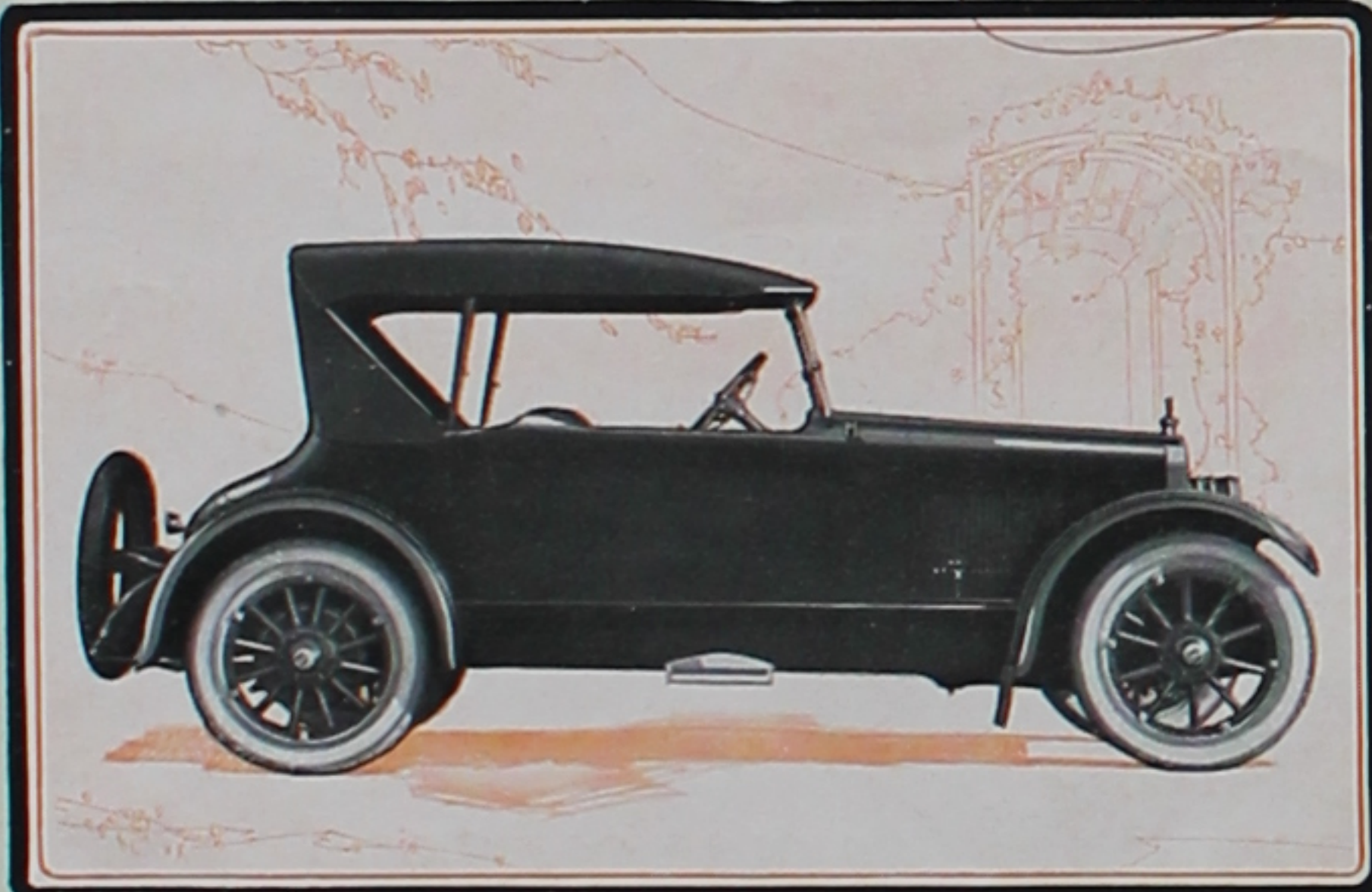
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—at a price that scraps  
previous motor car values!

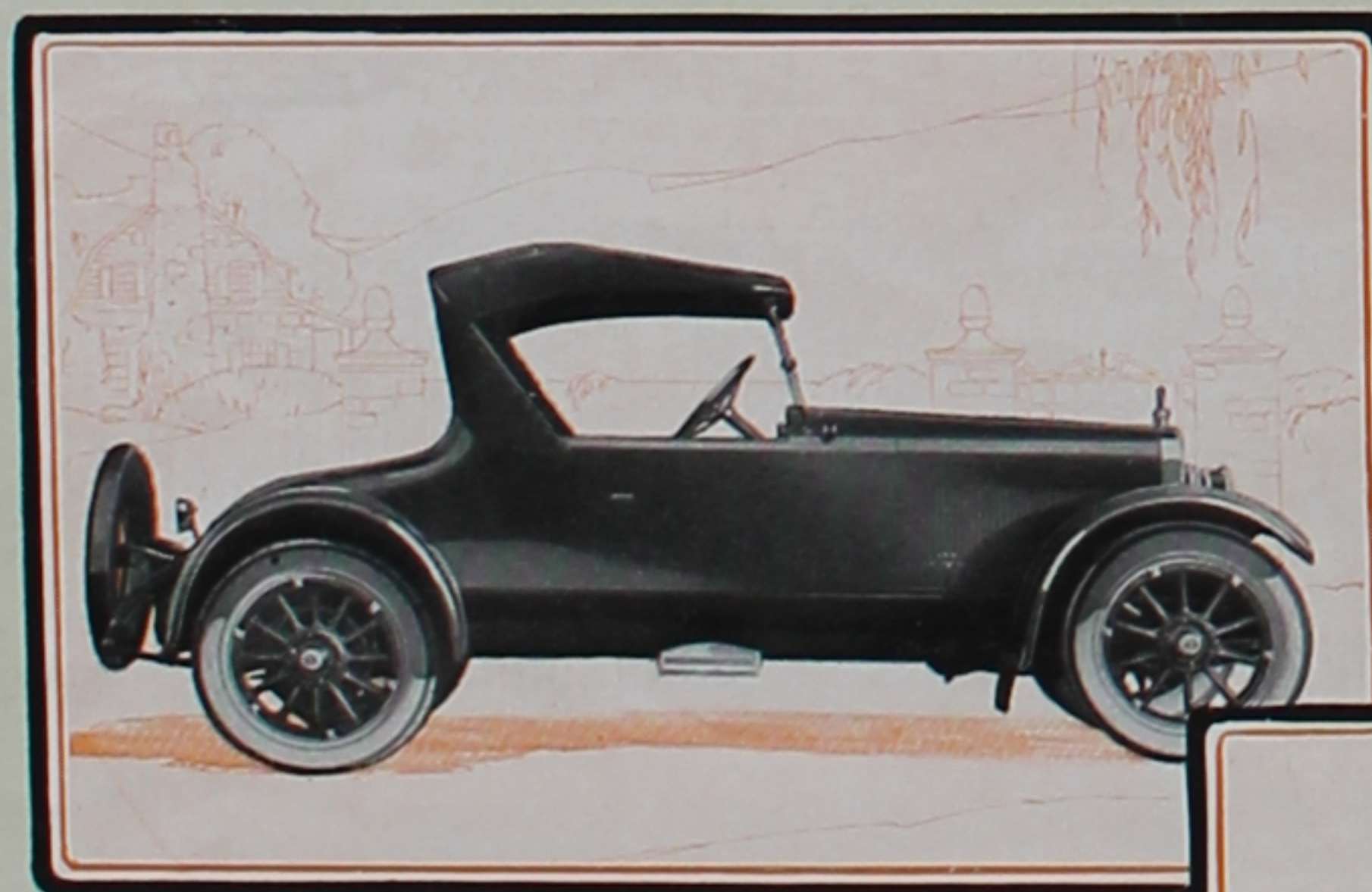
THE CHANDLER MOTOR CAR COMPANY  
CLEVELAND, OHIO, U. S. A.



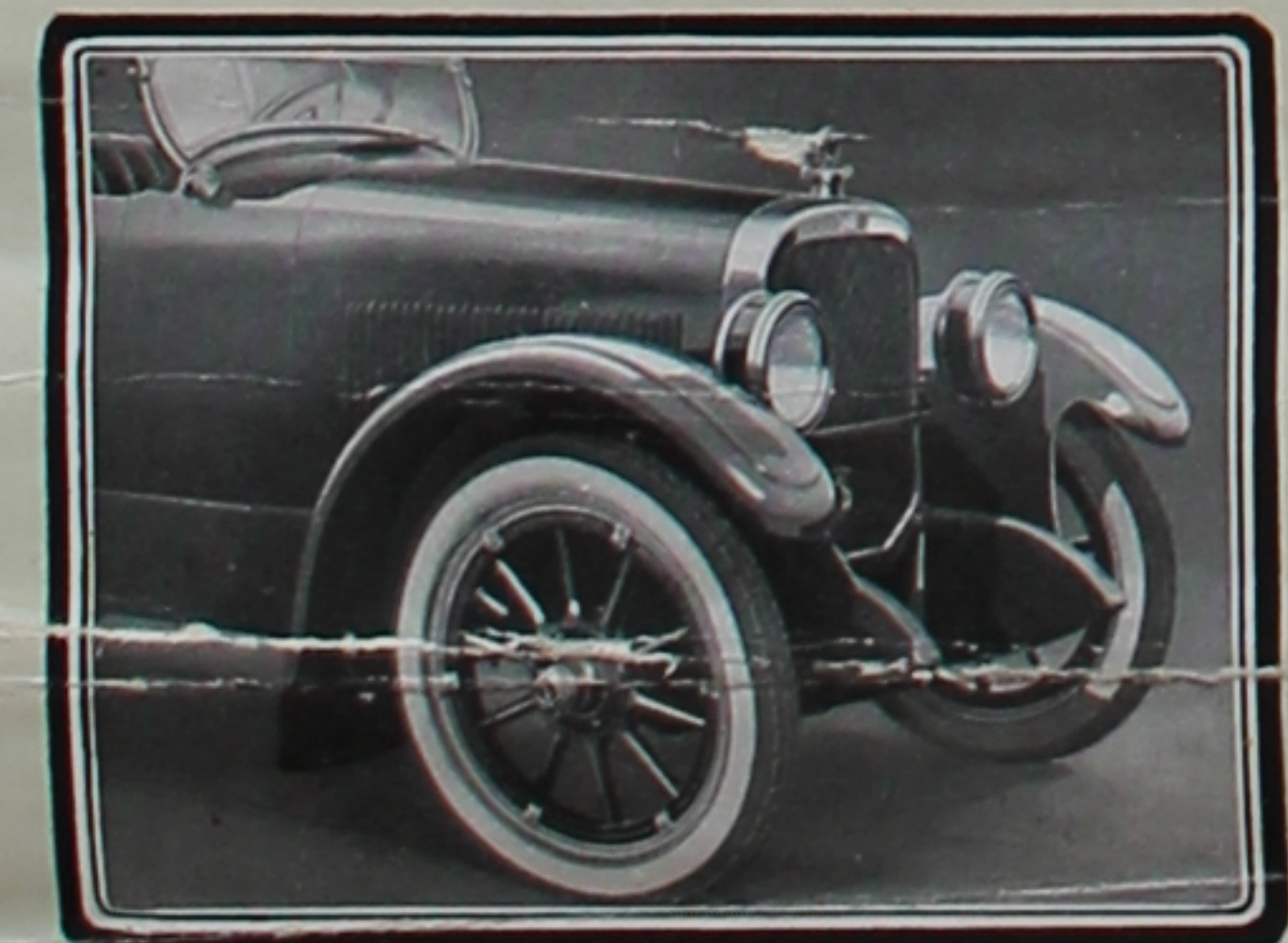
FOUR-PASSENGER DISPATCH CAR



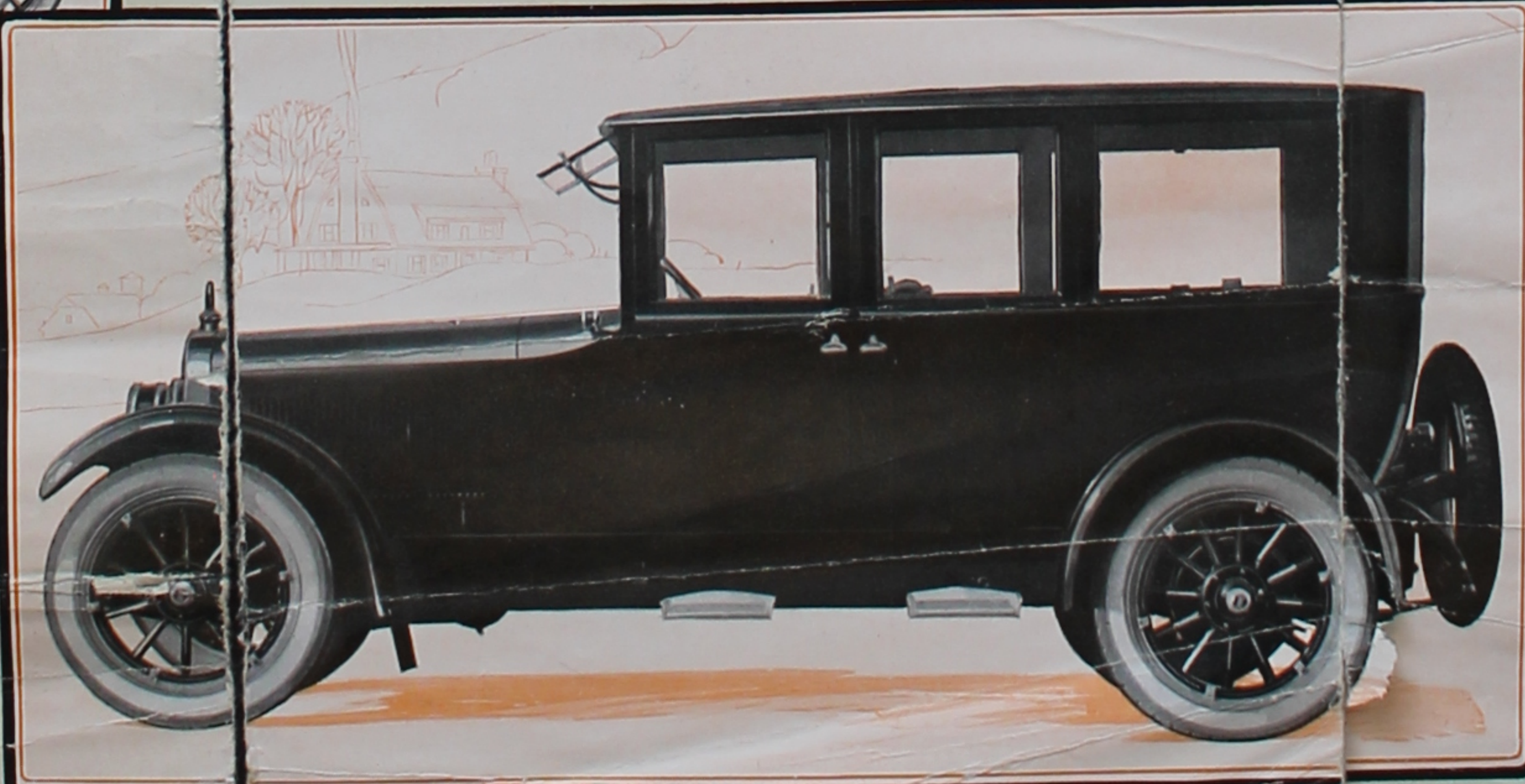
FOUR-PASSENGER ROADSTER



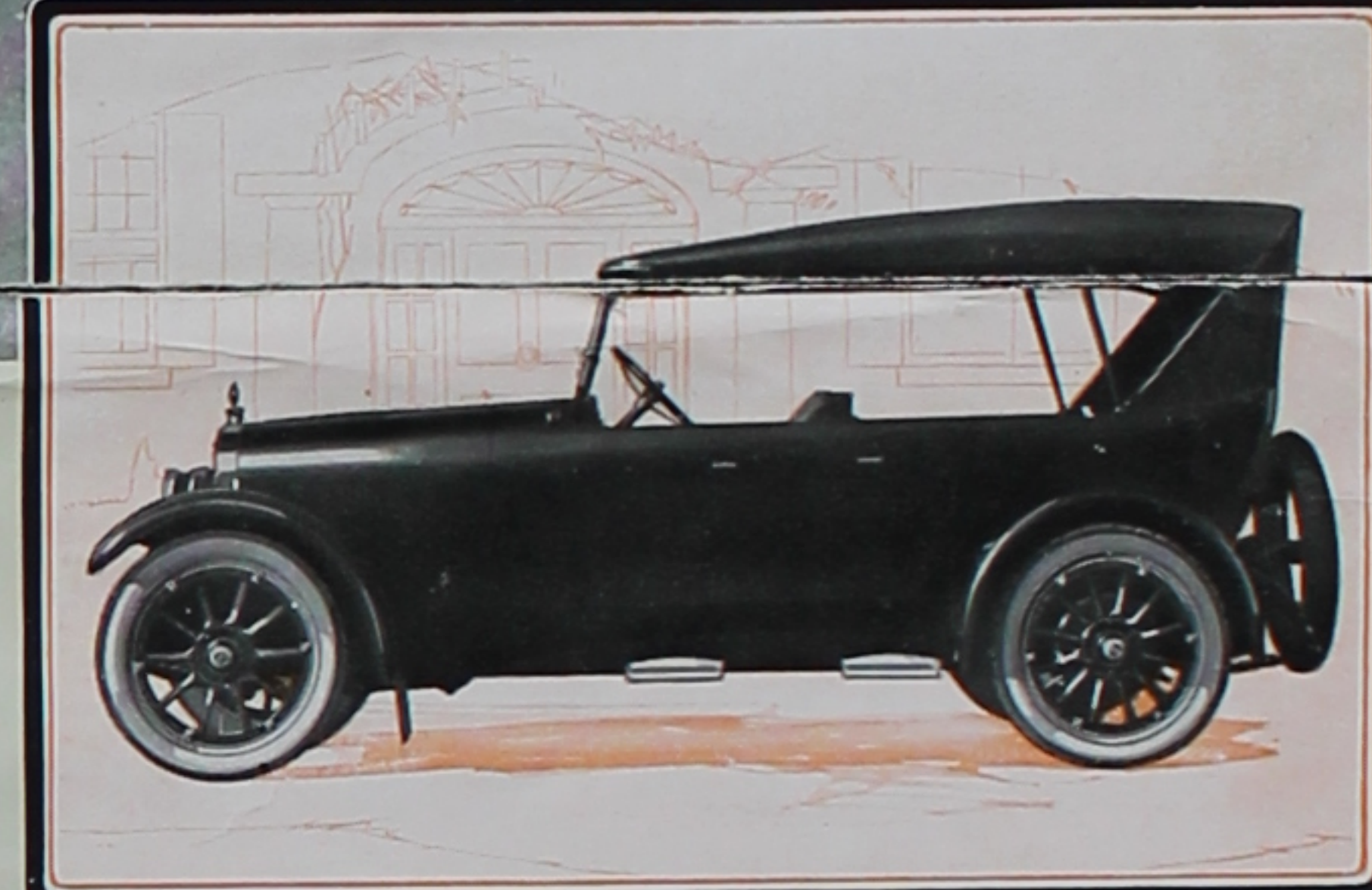
TWO-PASSENGER ROADSTER



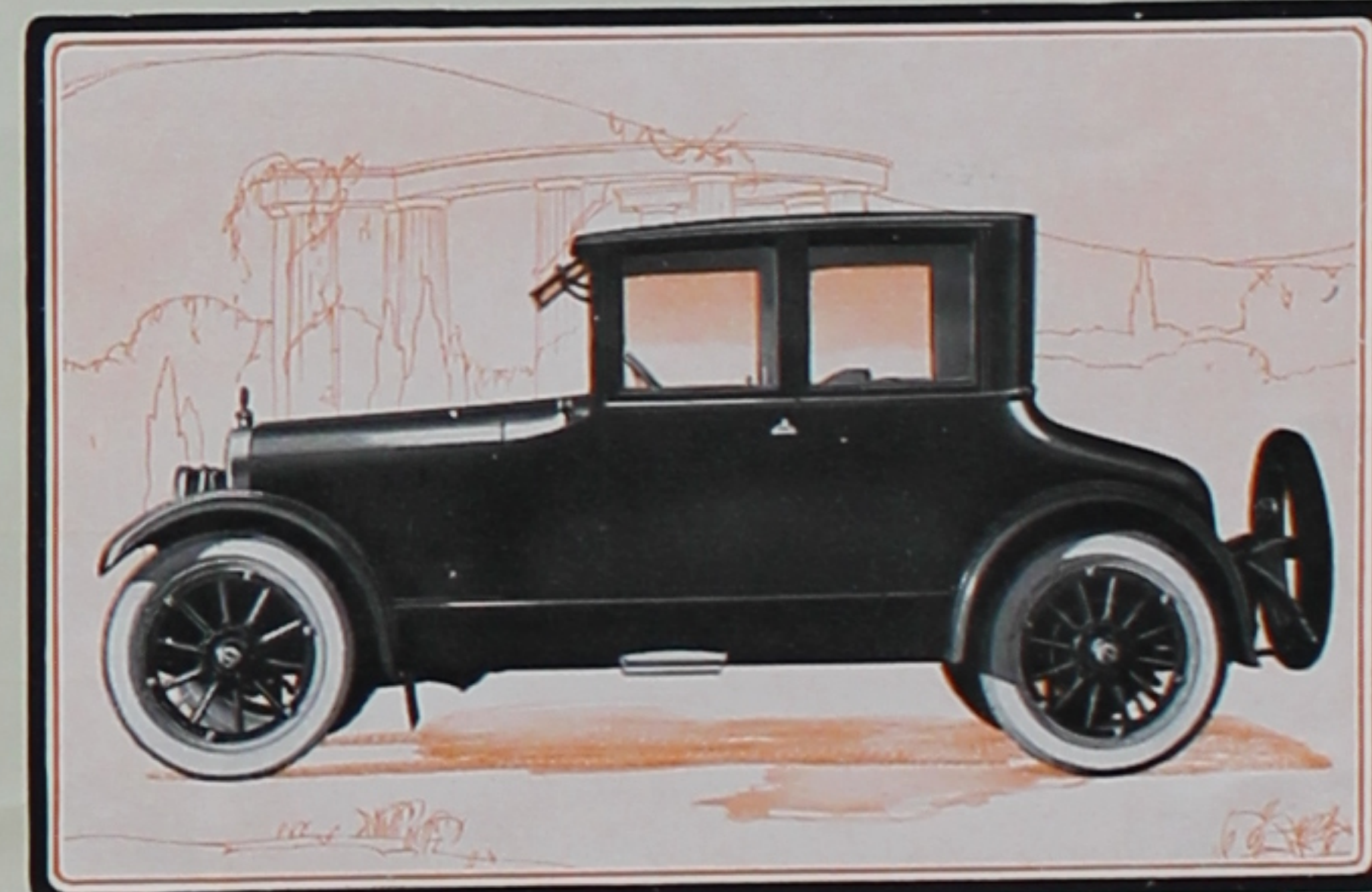
Meeting the new Chandler face to face you will note many of its features. We may add that the cowl ventilator is of special design closing flush with the body.



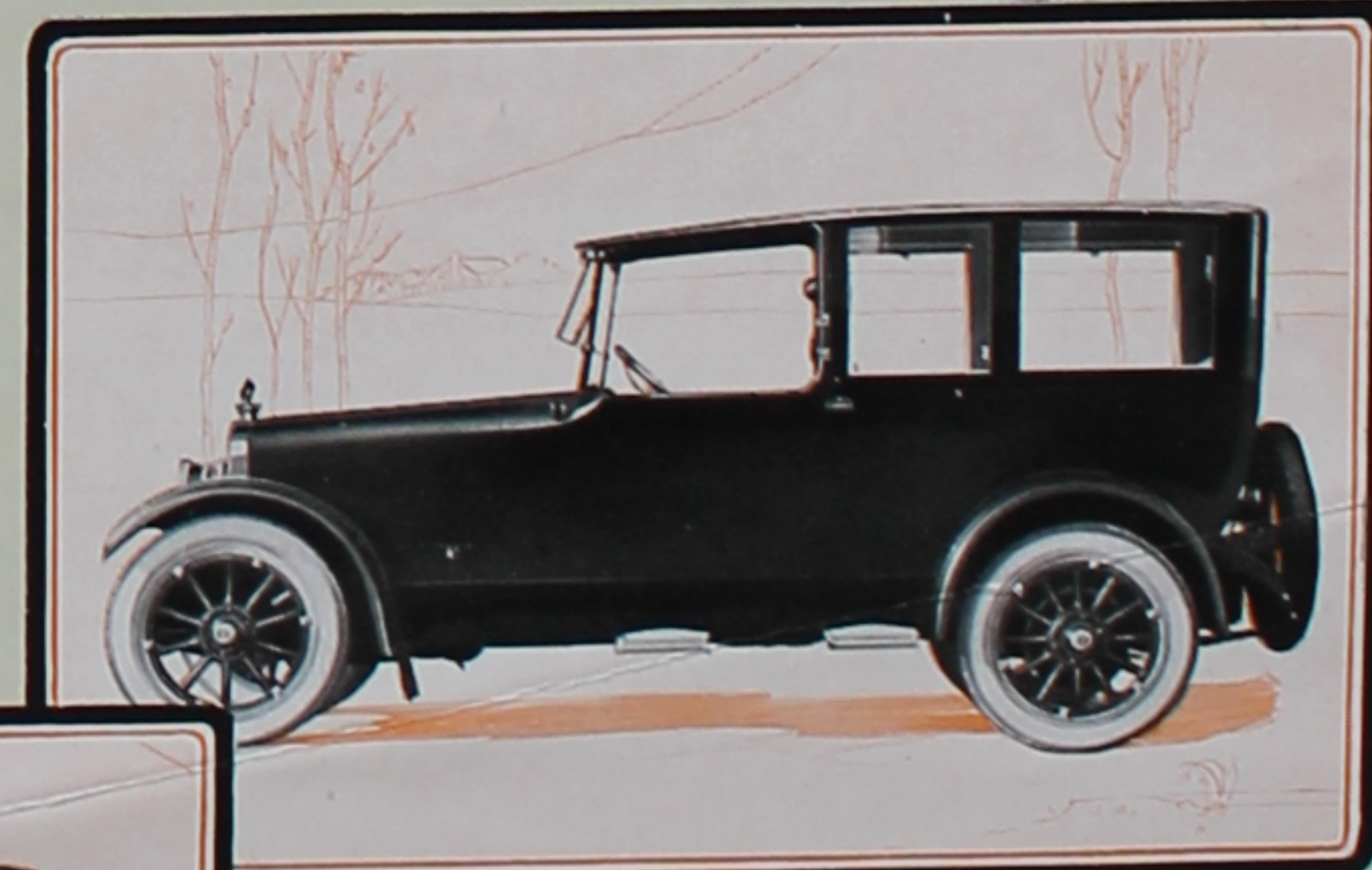
SEVEN-PASSENGER SEDAN



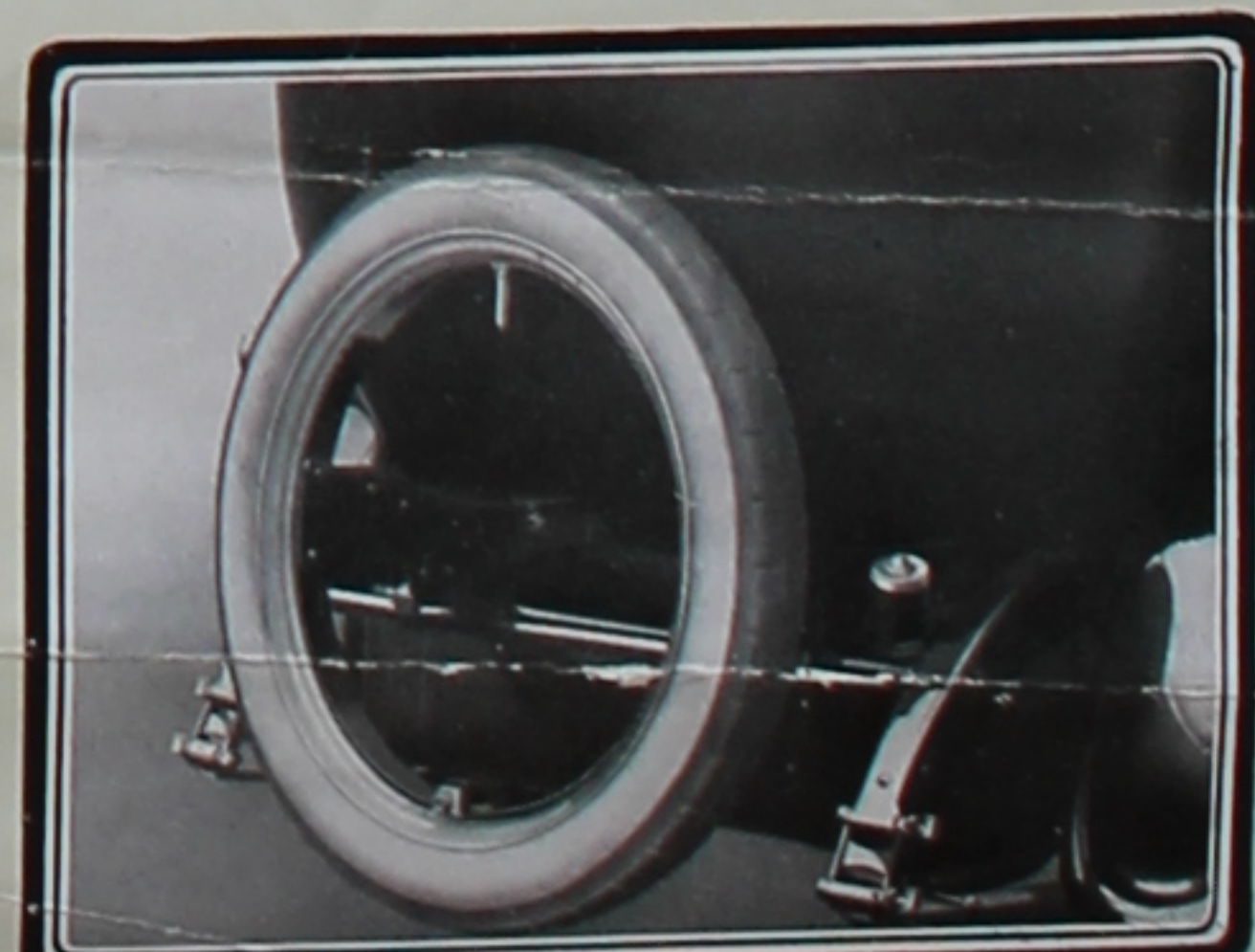
SEVEN-PASSENGER TOURING CAR



FOUR-PASSENGER COUPE



SEVEN-PASSENGER LIMOUSINE

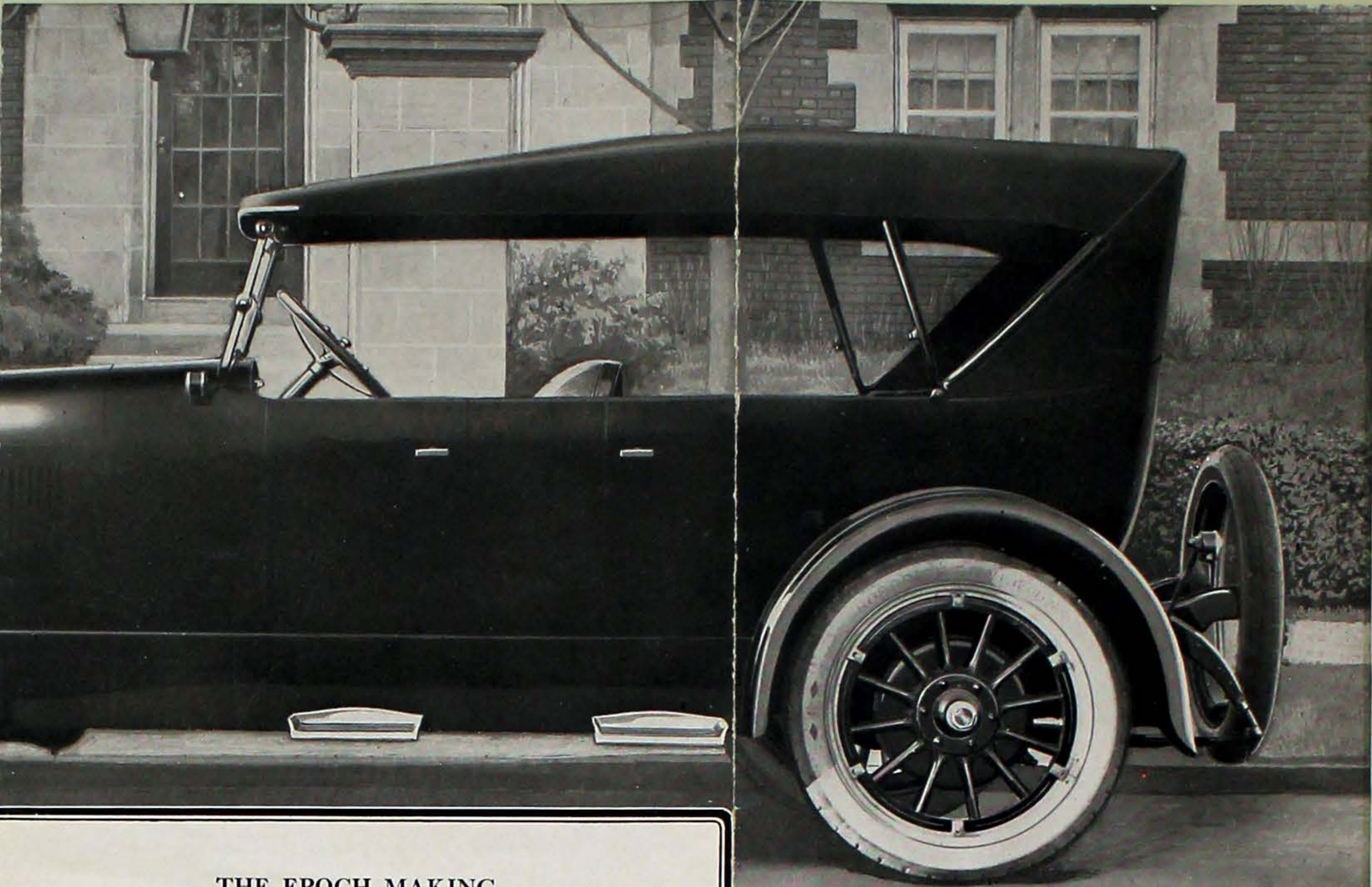


Here the rugged strength of the tire carrier meets in a happy combination with the nicety of appointment of the bayonet-type filler cap, operated by a simple half turn.





FIVE-PASSENGER TOURING CAR



## THE EPOCH MAKING *New CHANDLER Six*

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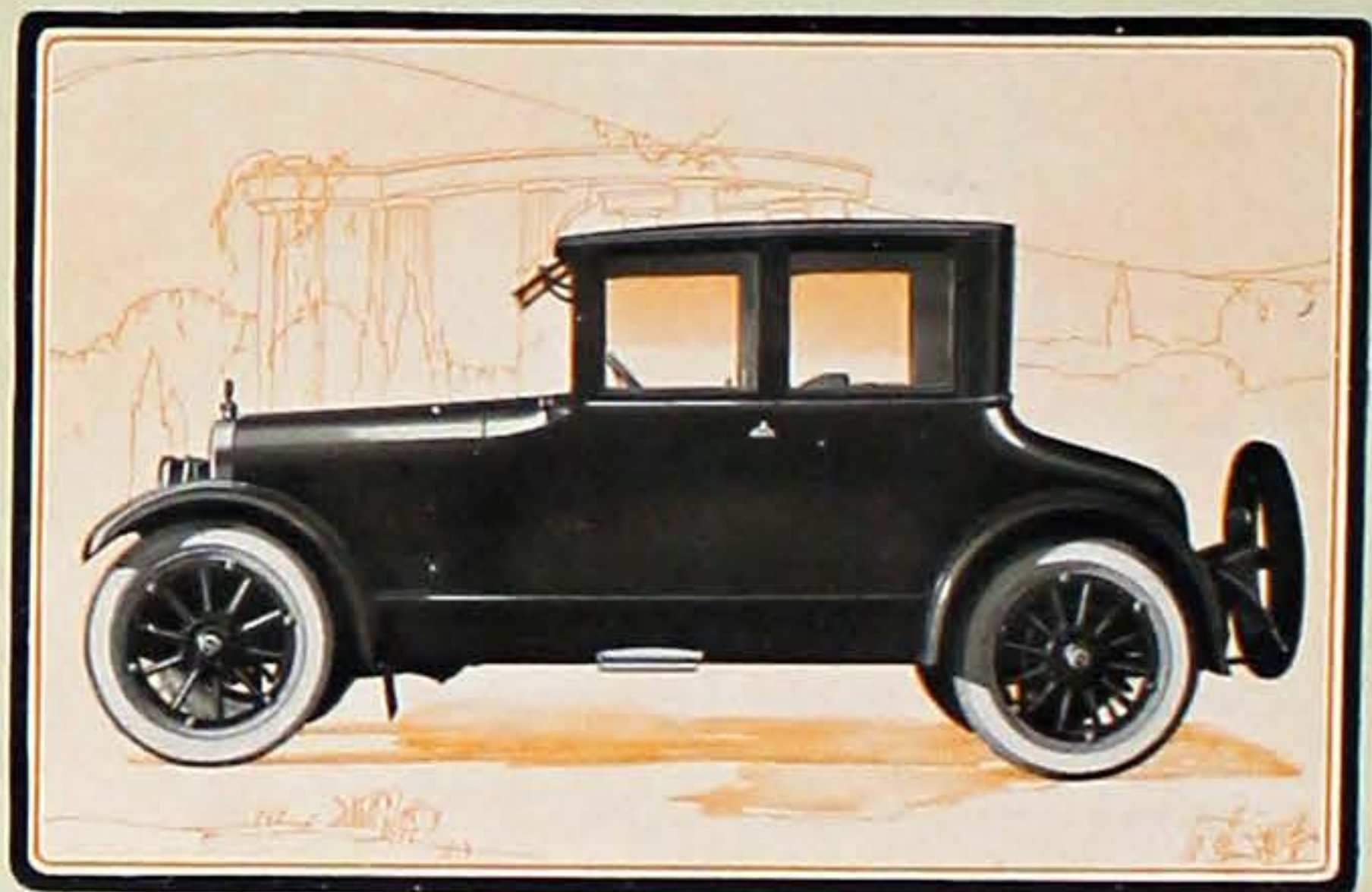
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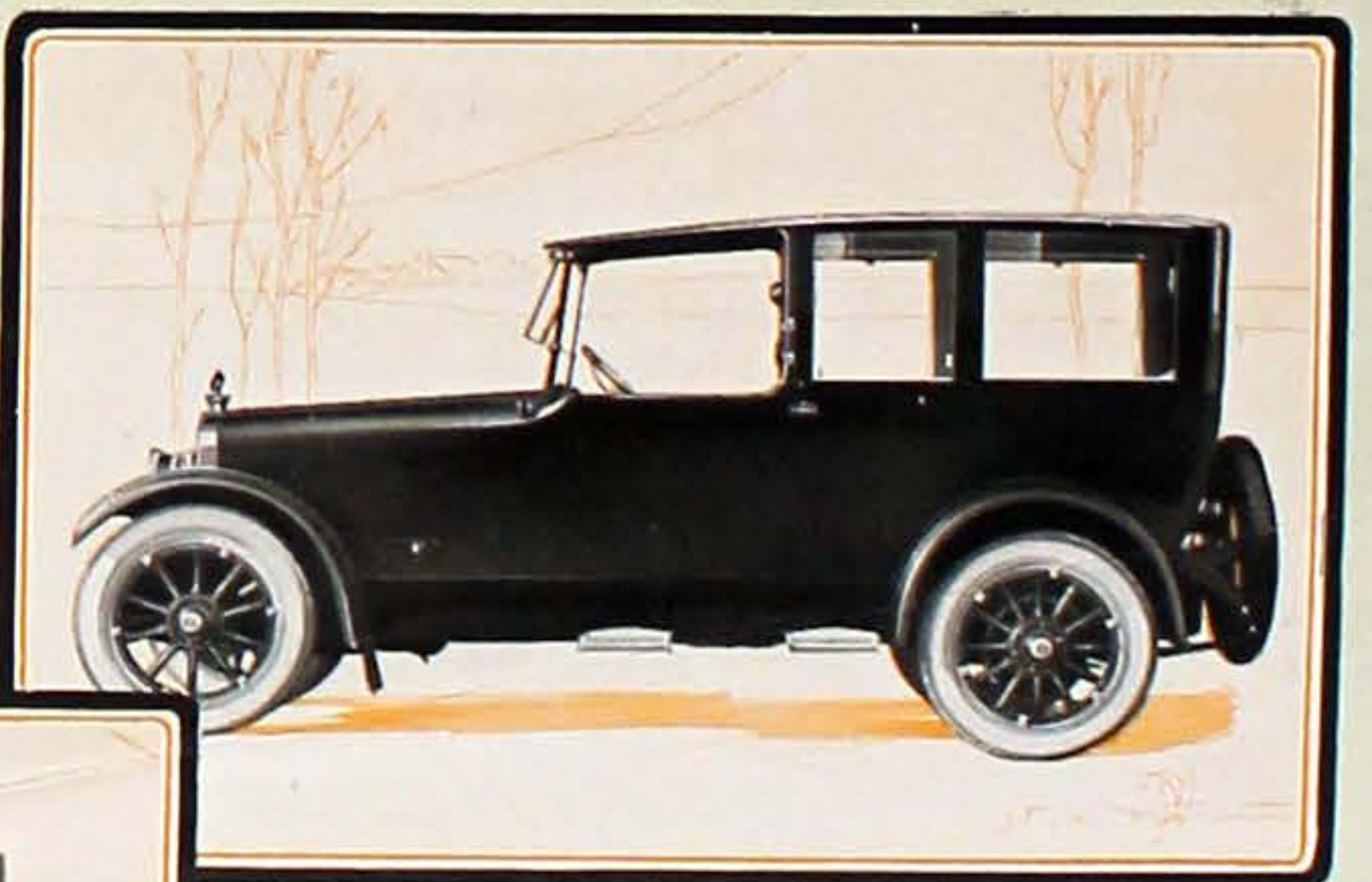
THE CHANDLER MOTOR CAR COMPANY  
CLEVELAND, OHIO, U. S. A.



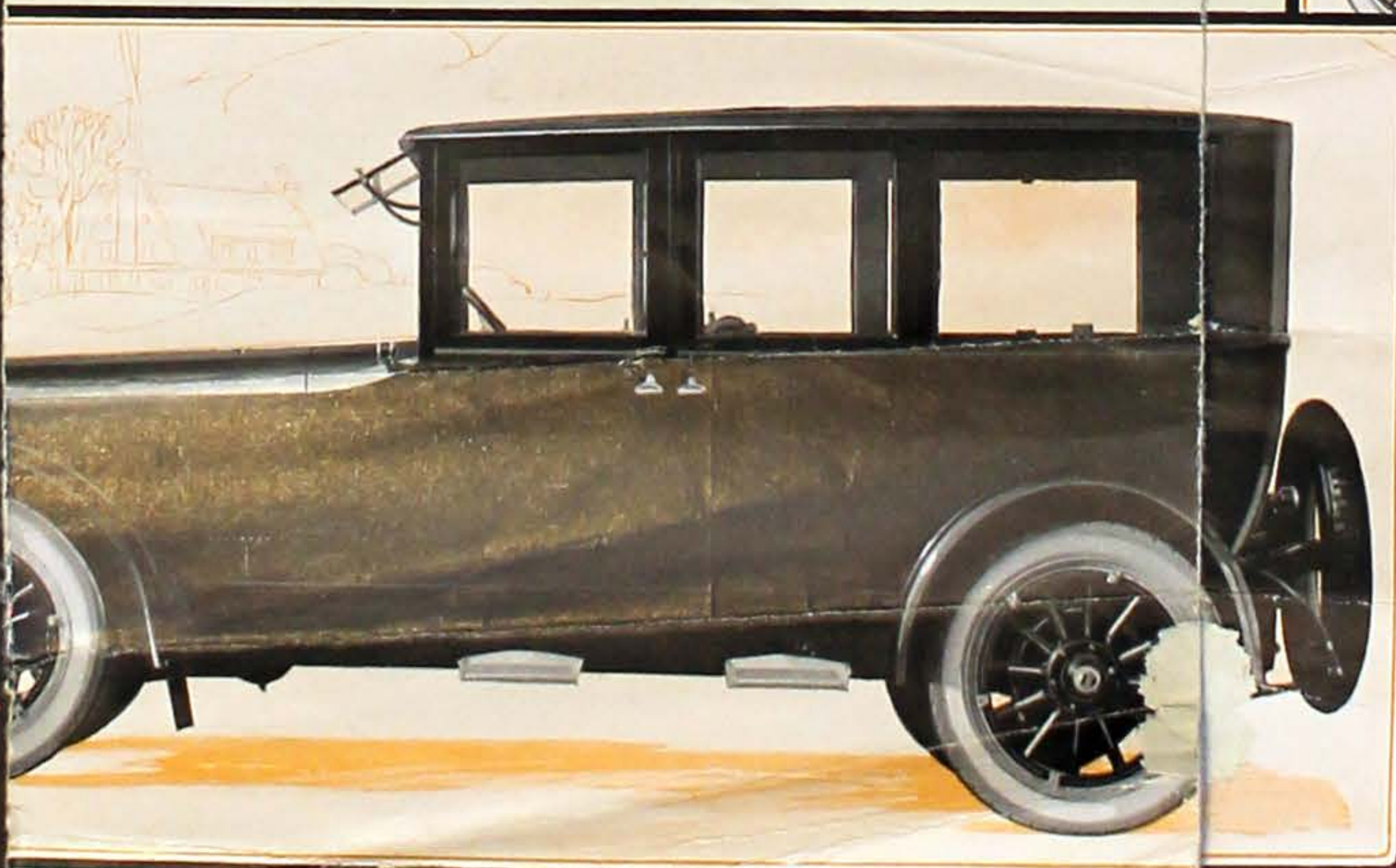
SEVEN-PASSENGER TOURING CAR



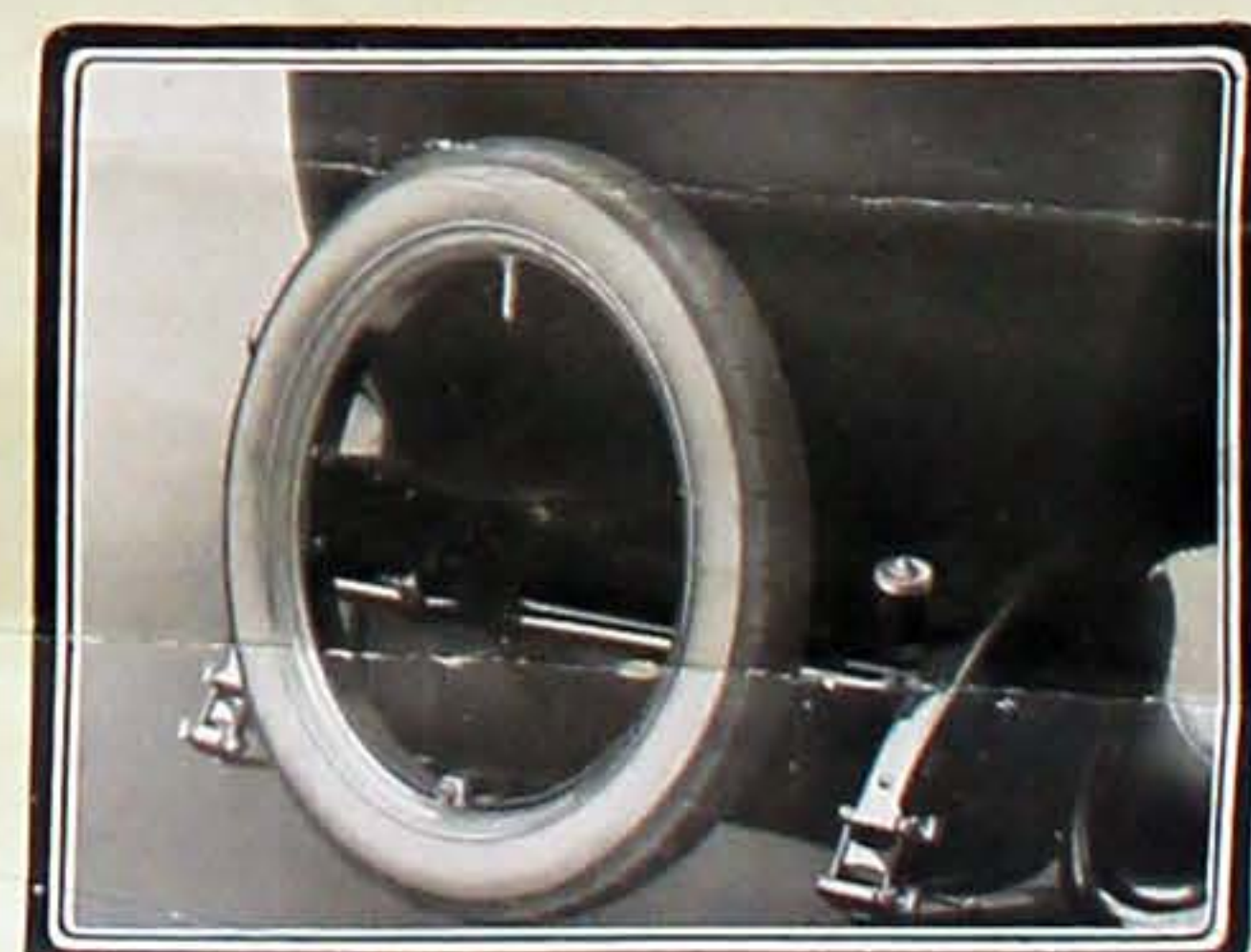
FOUR-PASSENGER COUPE



SEVEN-PASSENGER LIMOUSINE



SEVEN-PASSENGER SEDAN



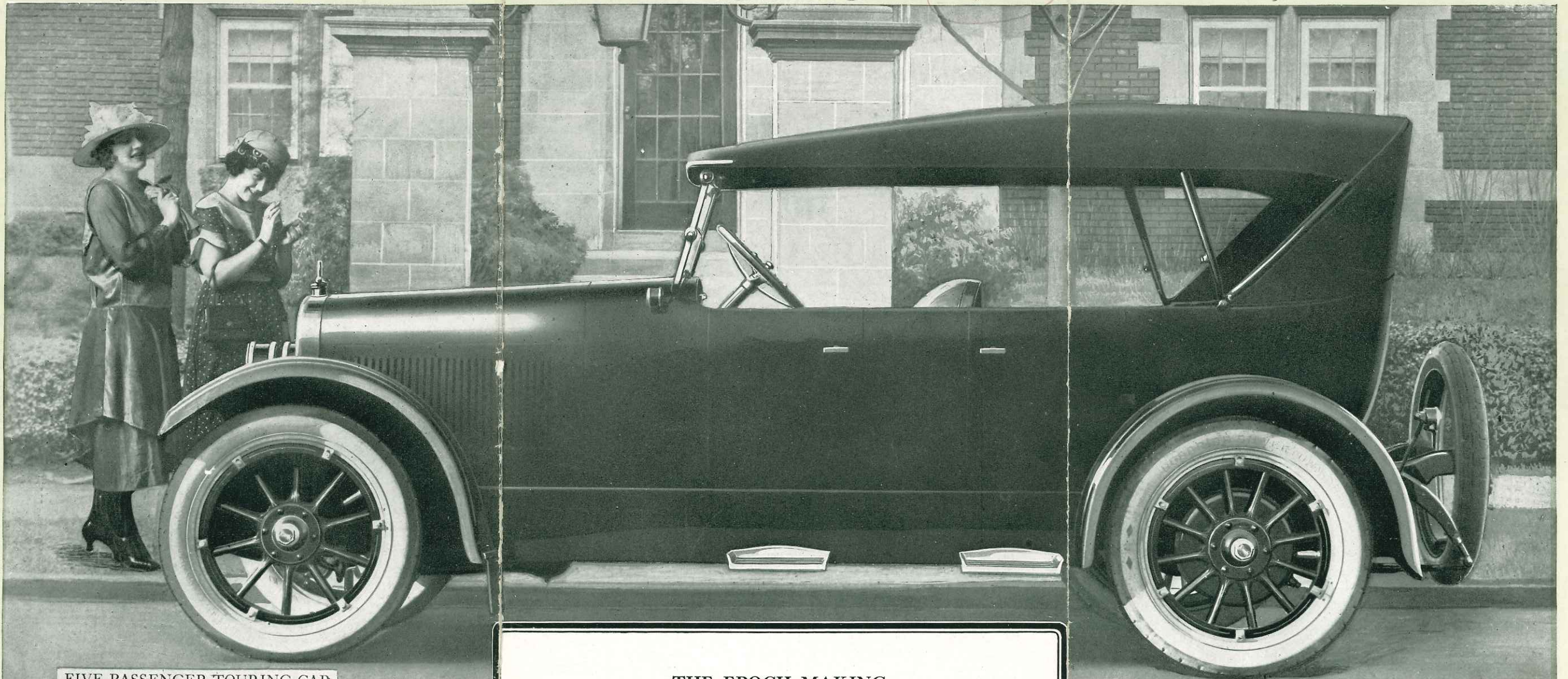
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296-185



FIVE-PASSENGER TOURING CAR

THE EPOCH MAKING  
*New CHANDLER Six*

The greatest achievement of a company of motor  
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—in strength.







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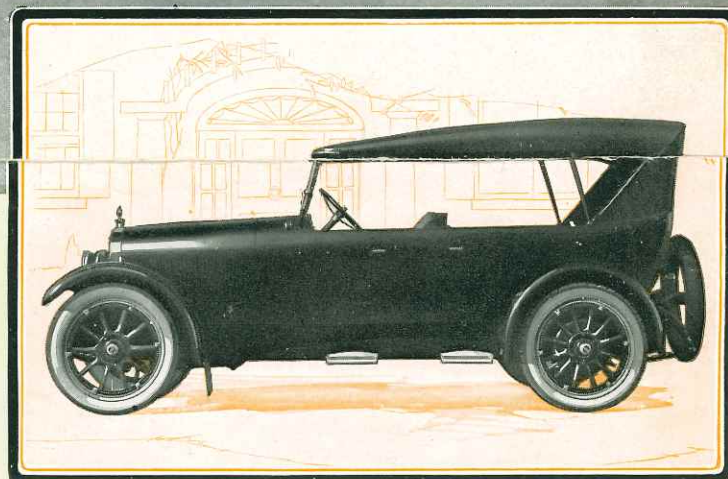
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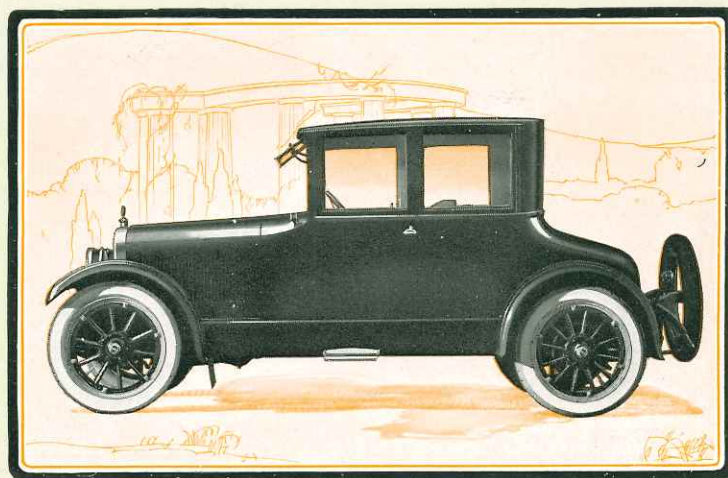
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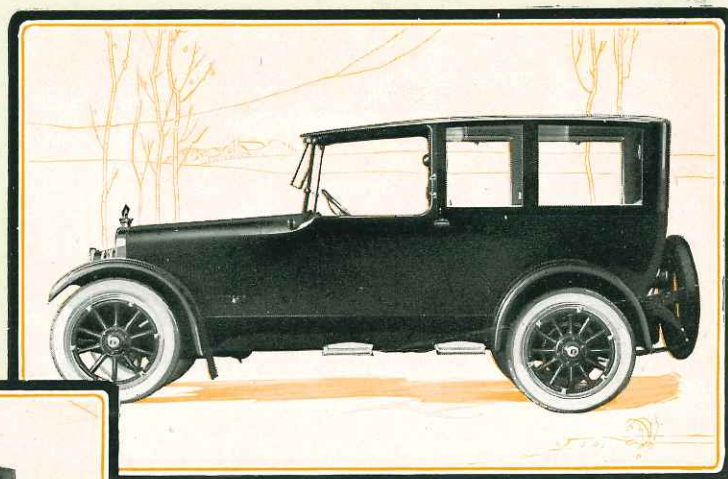
THE CHANDLER MOTOR CAR COMPANY  
CLEVELAND, OHIO, U. S. A.



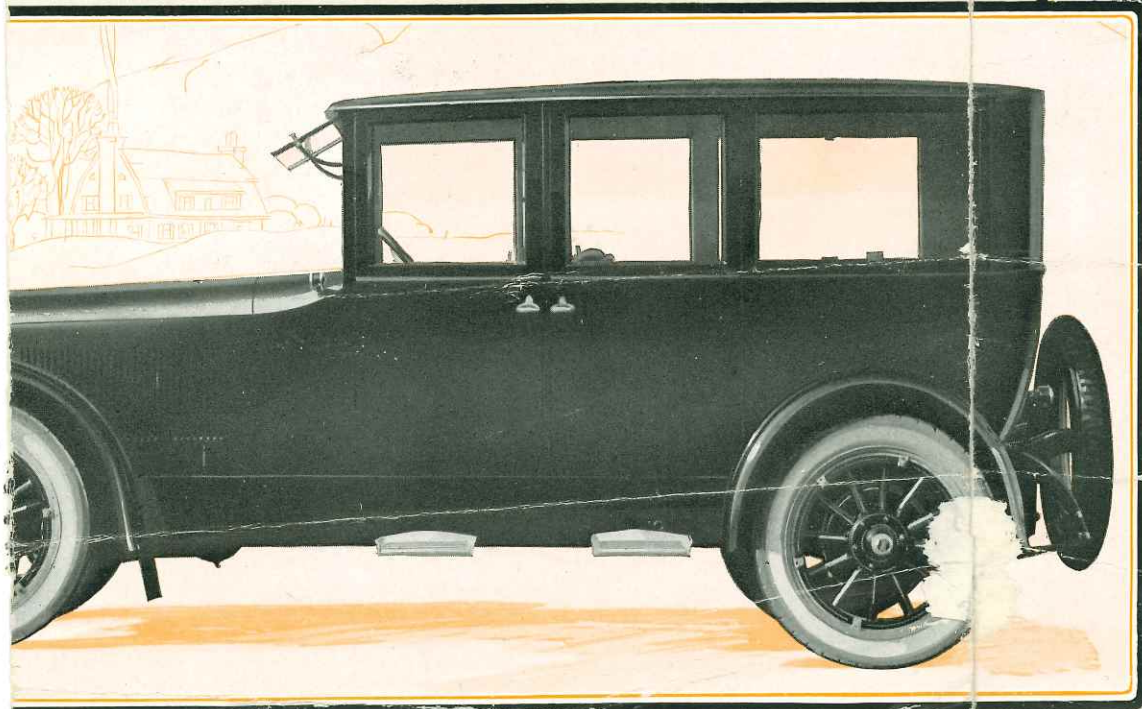
SEVEN-PASSENGER TOURING CAR



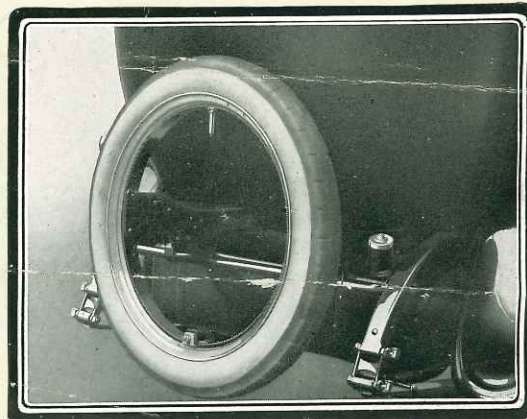
FOUR-PASSENGER COUPE



SEVEN-PASSENGER LIMOUSINE



SEVEN-PASSENGER SEDAN



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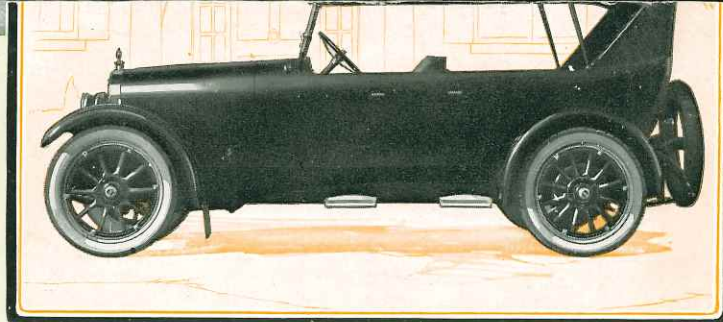
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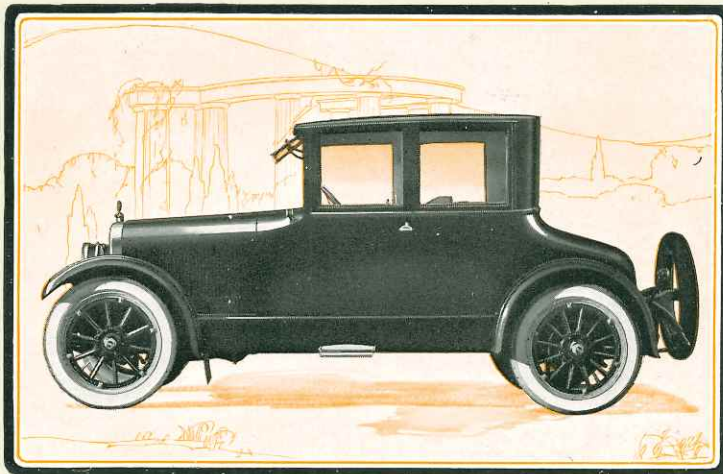
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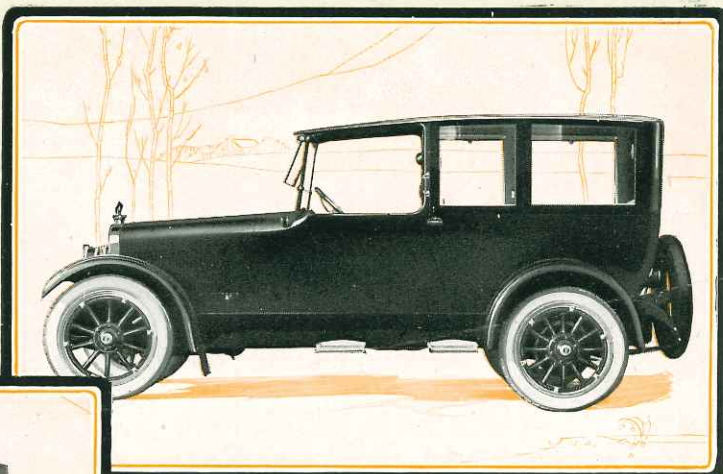
THE CHANDLER MOTOR CAR COMPANY  
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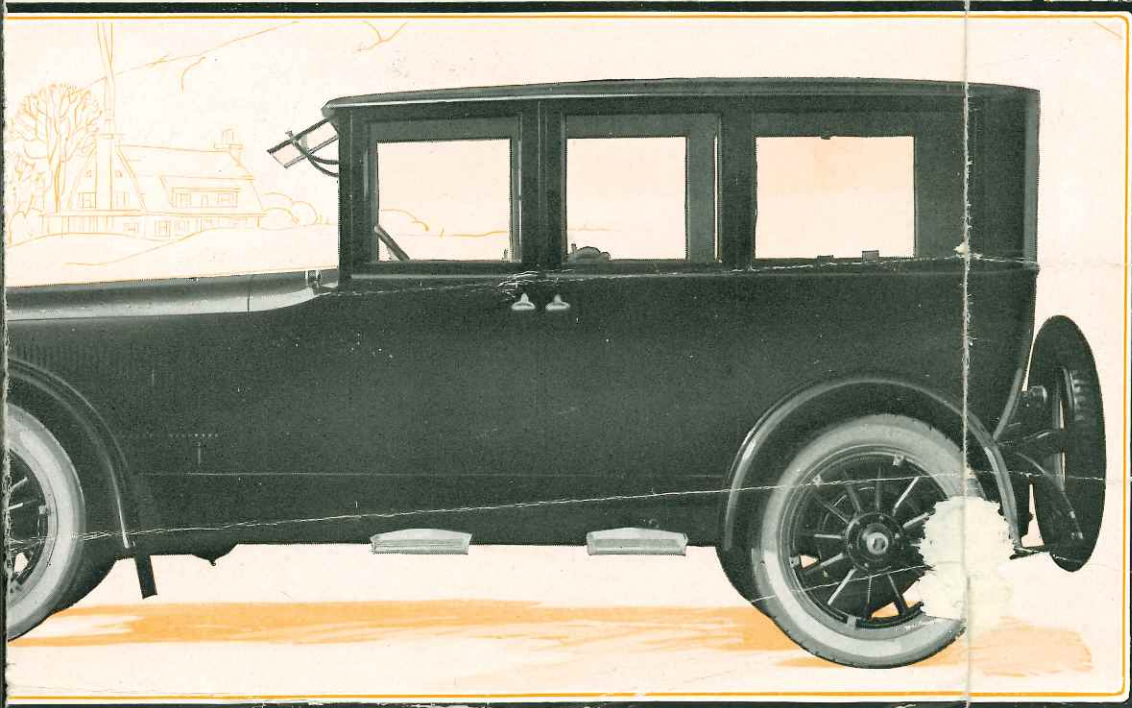
SEVEN-PASSENGER TOURING CAR



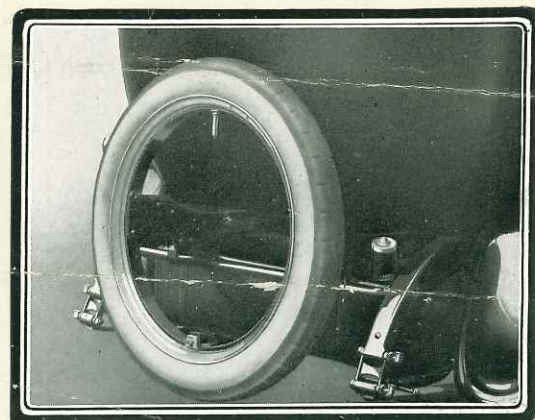
FOUR-PASSENGER COUPE



SEVEN-PASSENGER LIMOUSINE

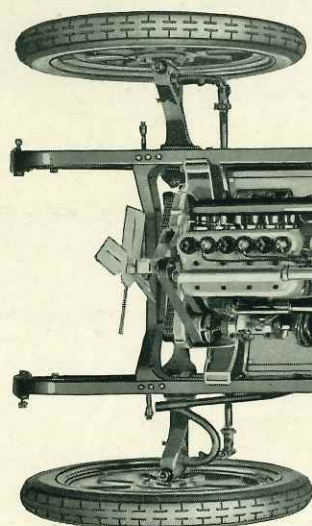


SEVEN-PASSENGER SEDAN



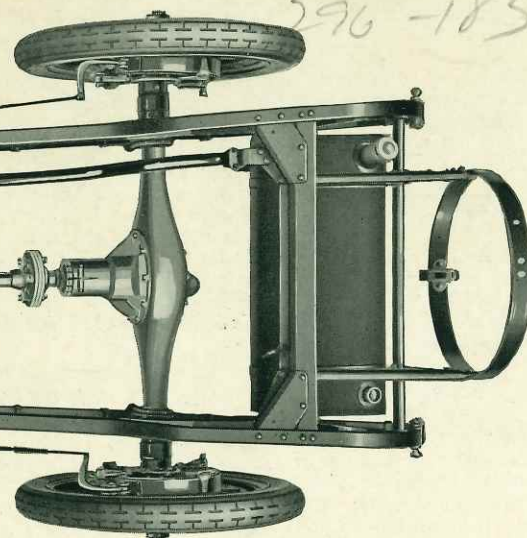
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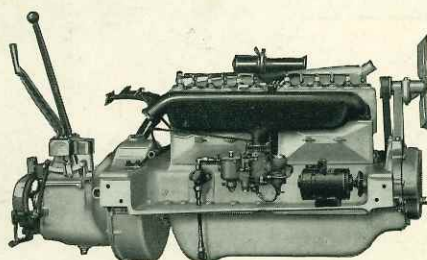


296-185  
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Simplicity and ruggedness of construction and the elimination of grease cups under the car are features of the new chassis.



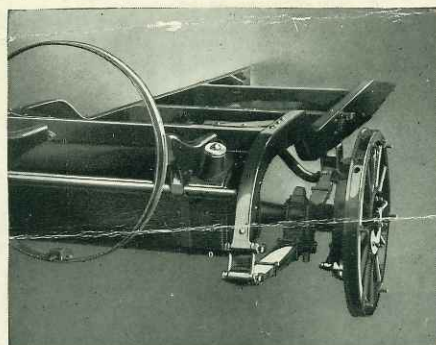
296-185



The combination manifold and transmission brake are factors of convenience, economy and safety.



This burly new rear axle is of sinewy, clean-cut appearance with ample provision for all possible overload conditions.



Underslung Springs and the heavy spare tire carrier assembly of the new car assure great strength and comfort.

## DETAILED SPECIFICATIONS

**WEIGHT**—Touring Car 2885 lbs.

**WHEEL BASE**—123 inches.

**WHEELS**—Artillery Type—Fitted with straight side demountable rims.

**TIRES**—Cord Tires standard equipment. 33x4 on open models; 34x4½ on closed models. Non-skid all around.

**MOTOR**—Bore, 3½ inches; stroke, 5 inches. "L" head type. Cylinders cast in two blocks. Valves enclosed. Combination intake and exhaust manifold. Silent chain drive for cam, pump and magneto shafts. Chains are enclosed in oil-tight case and run in constant shower of oil. Extra large bearings throughout. S. A. E. Rating, 29.4 H. P.

**OILING**—Oil pump is driven by cam shaft and can be quickly removed for inspection or cleaning. Oil is pumped directly through leads to the main bearings. Individual oil troughs under each connecting rod, into which the rod dips at every revolution, automatically maintains a constant oil level, insuring proper lubrication.

**IGNITION**—High-Tension Magneto, water-proof type.

**COOLING**—By centrifugal pump, cellular radiator and adjustable belt-driven self-oiling fan. All radiator shells nickel plated. Motometer standard equipment on all models.

**SELF STARTER**—Separate electric starter.

**LIGHTING**—Separate electric generator with large storage battery; single wire system and automatic switches. Double bulbs in head lamps, which are of barrel type. Miniature head lamps on cowls. Tonneau lamps in Dispatch and Touring cars. Tail lamps in combination with license bracket.

**CLUTCH**—The clutch is of the disc type. The center control lever and foot control pedal are mounted in unit with the transmission and clutch case.

**TRANSMISSION**—Three speeds and reverse. Nickel steel gears and shafts mounted on ball bearings. Speedometer drive located inside transmission housing and totally enclosed in oil.

**CONTROL**—Left side drive, center control. Control levers most conveniently arranged for driver.

**PROPELLER SHAFT**—Fitted with flexible disc universal joints.

**REAR AXLE**—Floating type, spiral bevel nickel steel gears, roller bearings in differential and ball bearings in rear wheels.

**BRAKES**—External contracting. Service brake on rear wheels, fitted with equalizers and very simple in adjustments. Emergency brake on transmission. All brakes faced with special heat-proof, non-friction material.

**SPRINGS**—Semi-elliptic, specially heat treated. All eyes fitted with bronze

*Spare tires and tire covers, extra equipment.*

bushings and oil cups. Rear springs underslung.

**STEERING GEAR**—Worm and gear type, fitted with 18" polished walnut wheel. Steering post rigidly anchored to body. Splendid provision for adjustment for wear and for lubrication of all steering gear parts.

**GASOLINE SYSTEM**—Vacuum. Tank suspended in rear, with gauge and filler being located at opposite ends. The filler cap is of the bayonet type, operated by a simple half turn.

**FENDERS**—Full crown, with a special raised design, front fenders fitted with splashers.

**STEPS**—Highly polished aluminum, fitted with moulded rubber treads. Running boards optional.

**UPHOLSTERING**—Long grain, high-grade, hand-buffed leather in open models and driver's seat of Limousine. Mohair Velvet throughout in Sedan and Coupe, and a rich cloth in passenger compartment of Limousine.

**WINDSHIELD**—Adjustable for rain vision, clear vision or ventilation. Stanchions on Dispatch and Touring cars and Limousine are of rectangular design. Roadsters stanchions are round. Stanchions on all Open Models are highly nickel plated. Pivoting of the upper glass is controlled by wingbolts. Windshield wipers standard on all models.

**TOP**—Open models covered with a high quality material, lined with grey whipcord. Permanent rear quarter-bow curtains. Side curtains open with the doors. Closed bodies all metal.

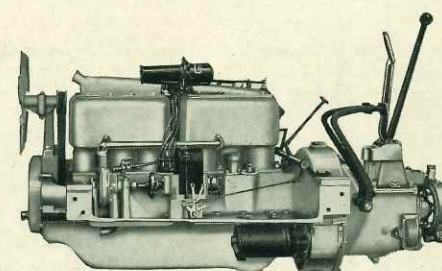
**HORN**—Electric, mounted on left side of motor on rear cylinder block.

**CONTROL BOARD FITTINGS**—Speedometer, carburetor adjuster, switches, fuse box, dash lamp, etc.; all mounted on control board in easy reach of operator and all electrically illuminated.

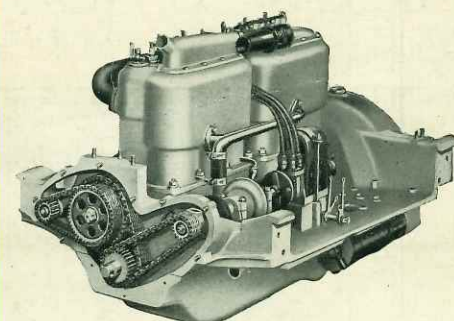
**STANDARD BODY FINISH**—Touring cars and 4-passenger Roadster, Chandler green; Dispatch car and 2-passenger Roadster, Chandler maroon. Sedan, Coupe and Limousine, Chandler blue.

**OPTIONAL BODY FINISH**—Touring cars, Chandler blue; 4-passenger Roadster, maroon; Dispatch car and 2-passenger Roadster, Chandler twilight grey. Sedan, Coupe and Limousine, Chandler green.

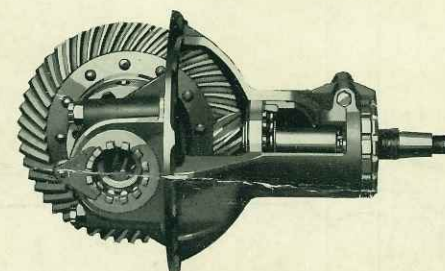
**BODY TYPES**—  
Touring Car, five passengers  
Touring Car, seven passengers  
Roadster, four passengers  
Roadster, two passengers  
Dispatch Car, four passengers  
Sedan, seven passengers  
Coupe, four passengers  
Limousine, seating five in the enclosed compartment



Magneto ignition will add as greatly in the future, as in the past, to the satisfaction of Chandler ownership.



Silent chains, running in a constant shower of oil are features now as always of the Marvelous Motor.



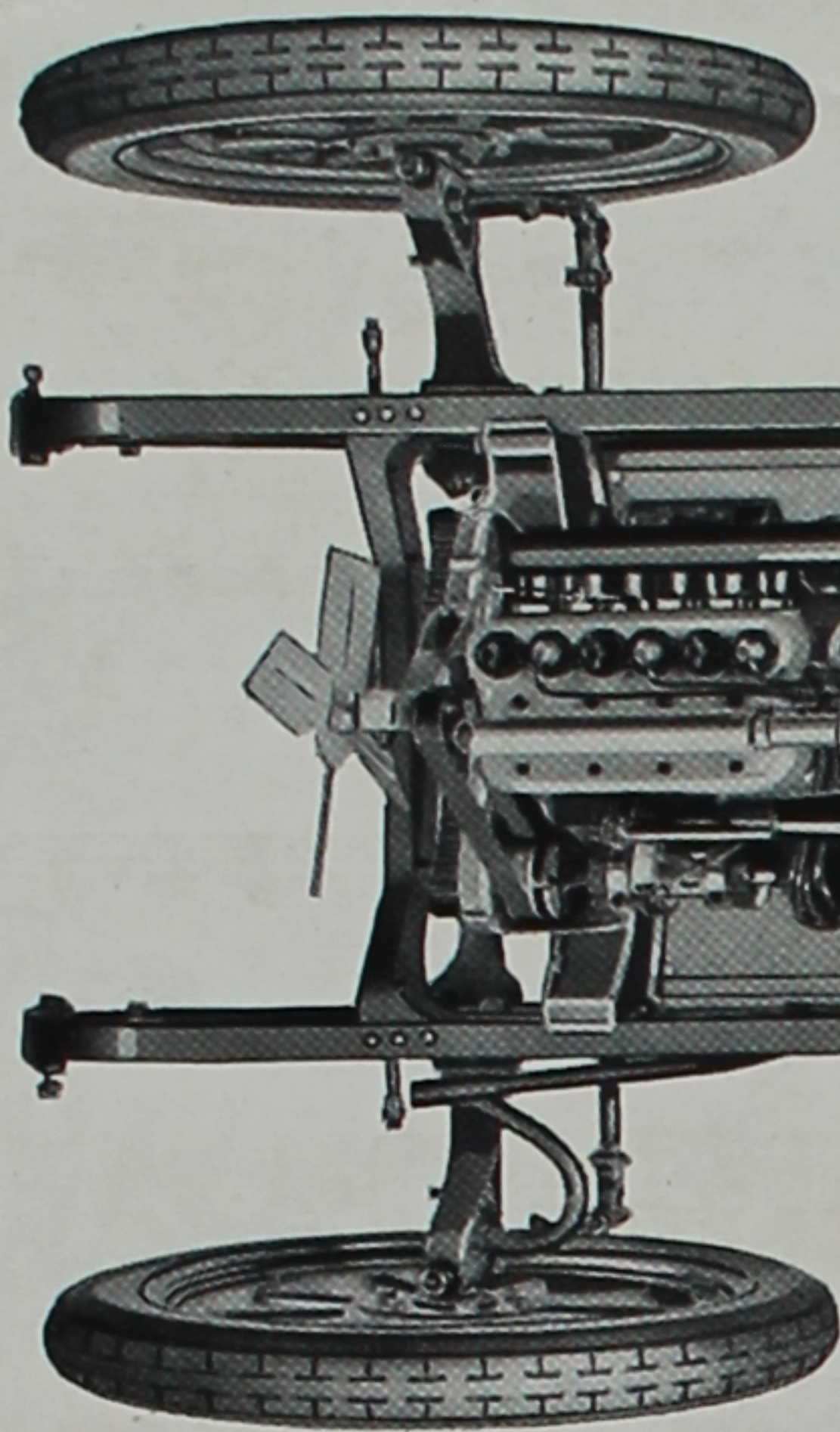
The new Differential, equipped with liberal over-size roller bearings, is of proven efficiency and quietness.

THE CHANDLER MOTOR CAR CO., Cleveland, Ohio., U. S. A.

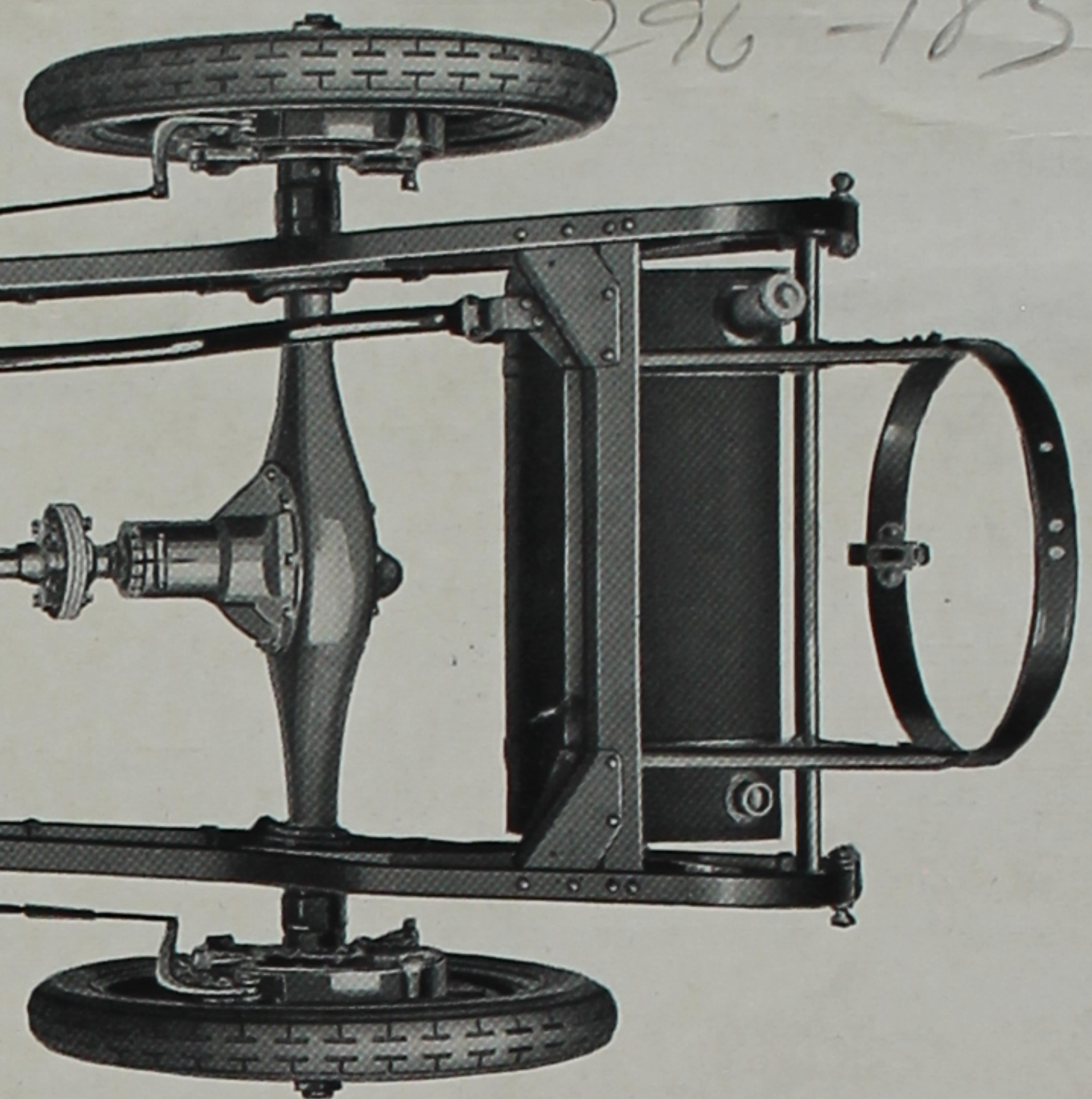
Export Department: 1819 Broadway, New York

Cable Address CHANMOTOR





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**WHEELS** — Artillery Type — Fitted with straight side demountable rims.

**TIRES** — Cord Tires standard equipment. 33 x 4 on open models; 34 x 4½ on closed models. Non-skid all around.

**MOTOR** — Bore, 3½ inches; stroke, 5 inches. "L" head type. Cylinders cast in two blocks. Valves enclosed. Combination intake and exhaust manifold. Silent chain drive for cam, pump and magneto shafts. Chains are enclosed in oil-tight case and run in constant shower of oil. Extra large bearings throughout. S. A. E. Rating, 29.4 H. P.

**OILING** — Oil pump is driven by cam shaft and can be quickly removed for inspection or cleaning. Oil is pumped directly through leads to the main bearings. Individual oil troughs under each connecting rod, into which the rod dips at every revolution, automatically maintains a constant oil level, insuring proper lubrication.

**IGNITION** — High-Tension Magneto, water-proof type.

**COOLING** — By centrifugal pump, cellular radiator and adjustable belt-driven self-oiling fan. All radiator shells nickel plated. Motometer standard equipment on all models.

**SELF STARTER** — Separate electric starter.

**LIGHTING** — Separate electric generator with large storage battery; single wire system and automatic switches. Double bulbs in head lamps, which are of barrel type. Miniature head lamps on cowls. Tonneau lamps in Dispatch and Touring cars. Tail lamps in combination with license bracket.

**CLUTCH** — The clutch is of the disc type. The center control lever and foot control pedal are mounted in unit with the transmission and clutch case.

**TRANSMISSION** — Three speeds and reverse. Nickel steel gears and shafts mounted on ball bearings. Speedometer drive located inside transmission housing and totally enclosed in oil.

**CONTROL** — Left side drive, center control. Control levers most conveniently arranged for driver.

**PROPELLER SHAFT** — Fitted with flexible disc universal joints.

**REAR AXLE** — Floating type, spiral bevel nickel steel gears, roller bearings in differential and ball bearings in rear wheels.

**BRAKES** — External contracting. Service brake on rear wheels, fitted with equalizers and very simple in adjustments. Emergency brake on transmission. All brakes faced with special heat-proof, non-friction material.

**SPRINGS** — Semi-elliptic, specially heat treated. All eyes fitted with bronze

*Spare tires and tire covers, extra equipment.*

bushings and oil cups. Rear springs underslung.

**STEERING GEAR** — Worm and gear type, fitted with 18" polished walnut wheel. Steering post rigidly anchored to body. Splendid provision for adjustment for wear and for lubrication of all steering gear parts.

**GASOLINE SYSTEM** — Vacuum. Tank suspended in rear, with gauge and filler being located at opposite ends. The filler cap is of the bayonet type, operated by a simple half turn.

**FENDERS** — Full crown, with a special raised design, front fenders fitted with splashers.

**STEPS** — Highly polished aluminum, fitted with moulded rubber treads. Running boards optional.

**UPHOLSTERING** — Long grain, high-grade, hand-buffed leather in open models and driver's seat of Limousine. Mohair Velvet throughout in Sedan and Coupe, and a rich cloth in passenger compartment of Limousine.

**WINDSHIELD** — Adjustable for rain vision, clear vision or ventilation. Stanchions on Dispatch and Touring cars and Limousine are of rectangular design. Roadster stanchions are round. Stanchions on all Open Models are highly nickel plated. Pivoting of the upper glass is controlled by wingbolts. Windshield wipers standard on all models.

**TOP** — Open models covered with a high quality material, lined with grey whipcord. Permanent rear quarter-bow curtains. Side curtains open with the doors. Closed bodies all metal.

**HORN** — Electric, mounted on left side of motor on rear cylinder block.

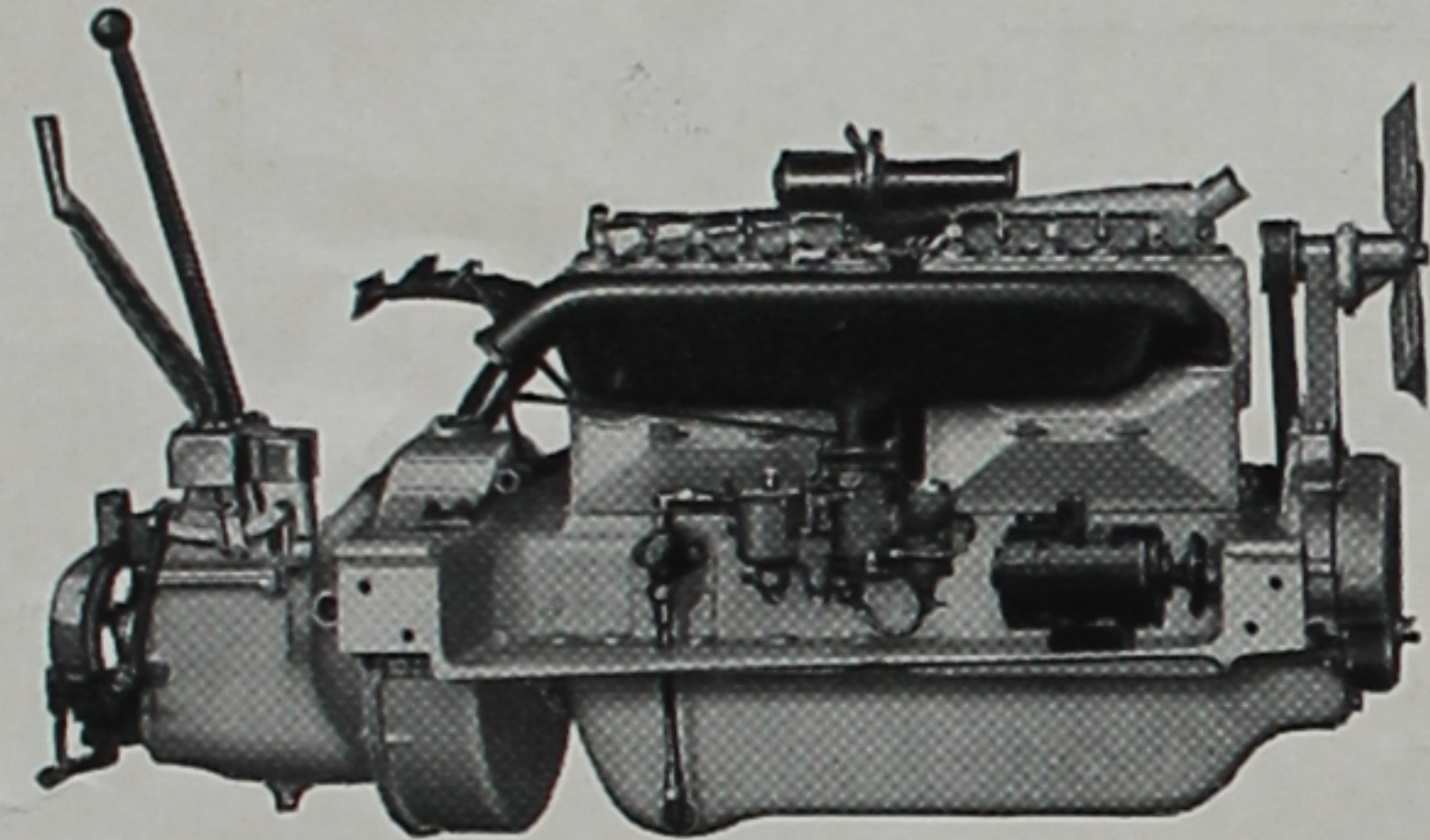
**CONTROL BOARD FITTINGS** — Speedometer, carburetor adjuster, switches, fuse box, dash lamp, etc.; all mounted on control board in easy reach of operator and all electrically illuminated.

**STANDARD BODY FINISH** — Touring cars and 4-passenger Roadster, Chandler green; Dispatch car and 2-passenger Roadster, Chandler maroon. Sedan, Coupe and Limousine, Chandler blue.

**OPTIONAL BODY FINISH** — Touring cars, Chandler blue; 4-passenger Roadster, maroon; Dispatch car and 2-passenger Roadster, Chandler twilight grey. Sedan, Coupe and Limousine, Chandler green.

**BODY TYPES** —

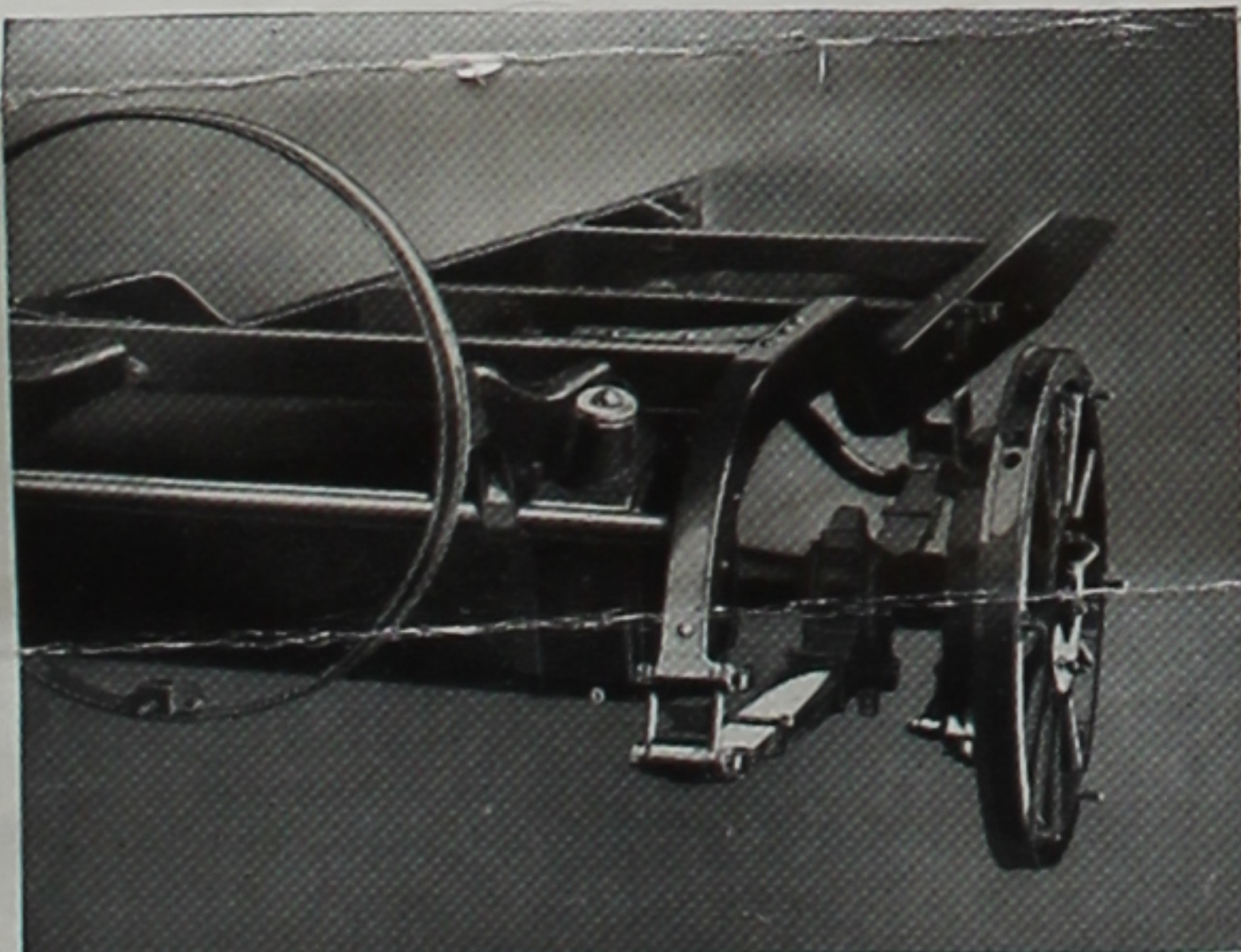
Touring Car, five passengers  
Touring Car, seven passengers  
Roadster, four passengers  
Roadster, two passengers  
Dispatch Car, four passengers  
Sedan, seven passengers  
Coupe, four passengers  
Limousine, seating five in the enclosed compartment



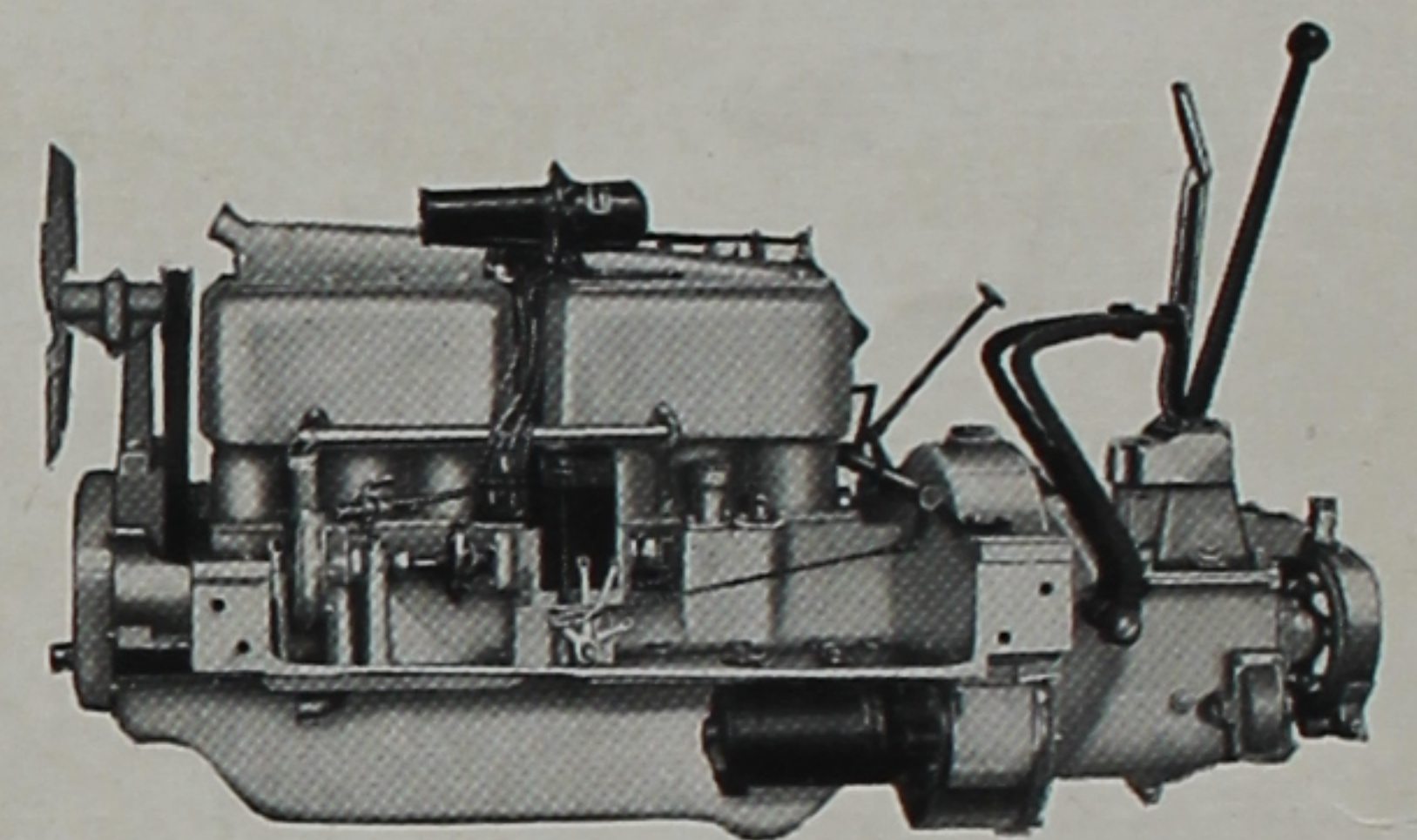
The combination manifold and transmission brake are factors of convenience, economy and safety.



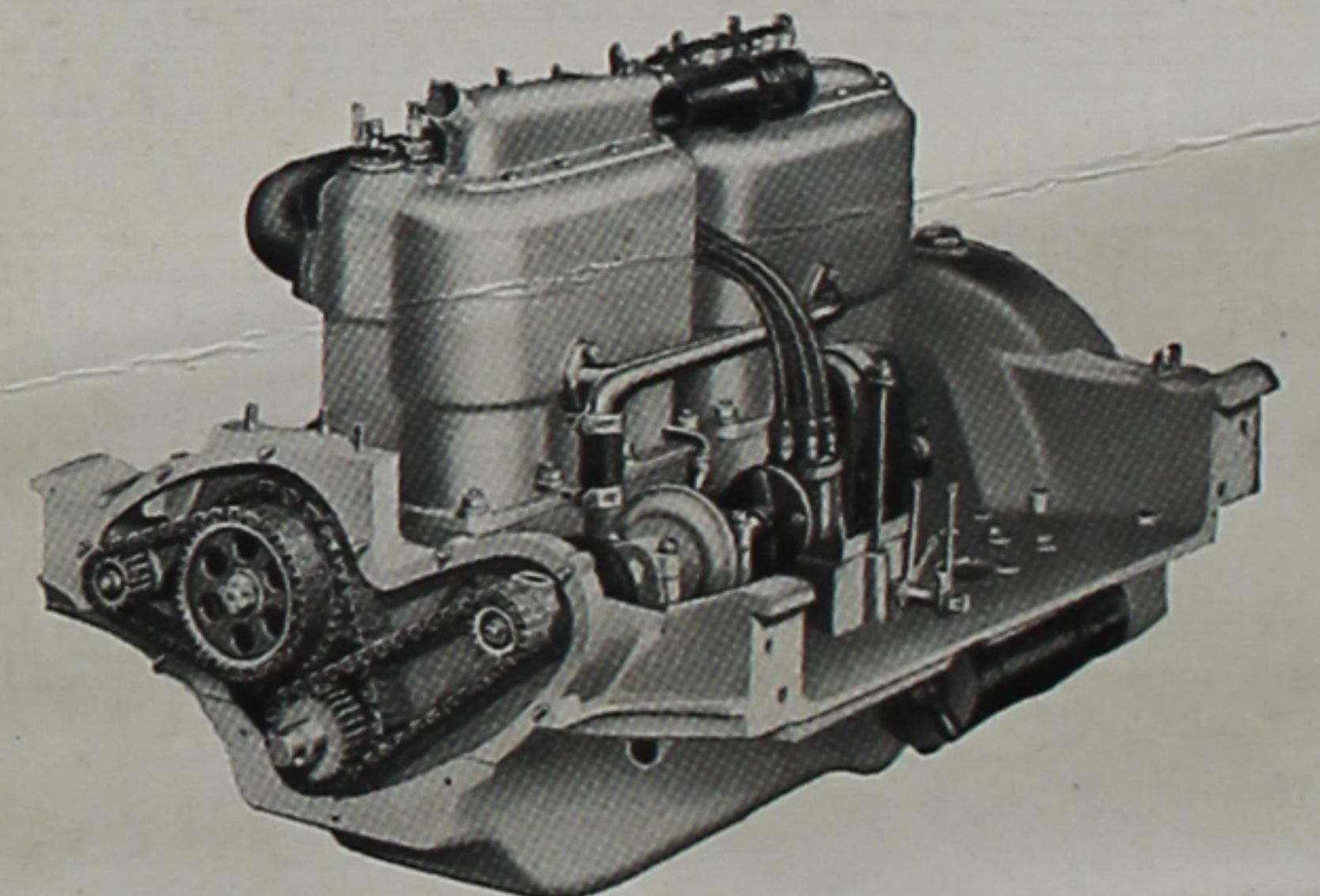
This burly new rear axle is of sinewy, clean-cut appearance with ample provision for all possible overload conditions.



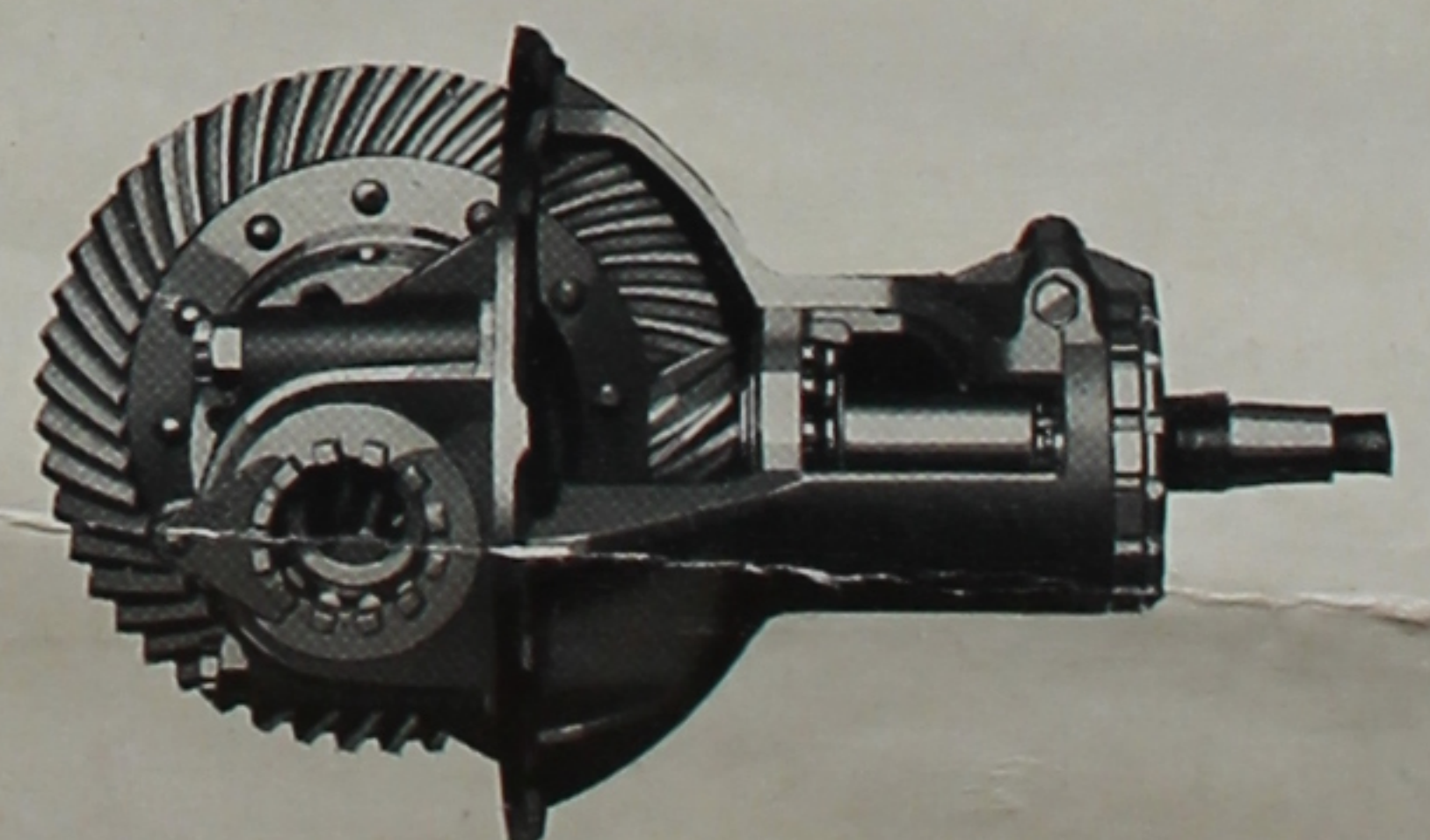
Underslung Springs and the heavy spare tire carrier assembly of the new car assure great strength and comfort.



Magneto ignition will add as greatly in the future, as in the past, to the satisfaction of Chandler ownership.



Silent chains, running in a constant shower of oil are features now as always of the Marvelous Motor.



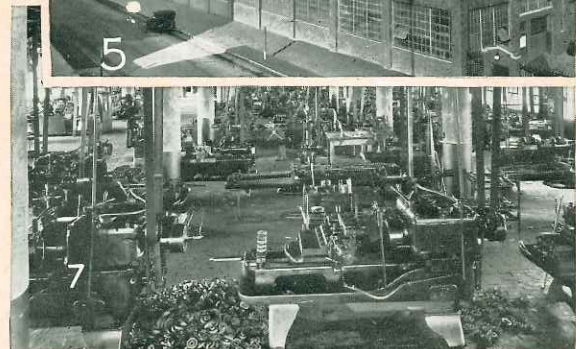
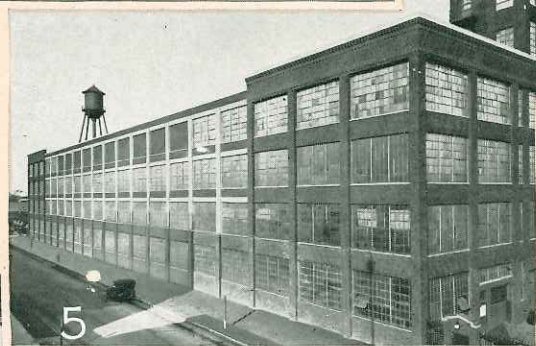
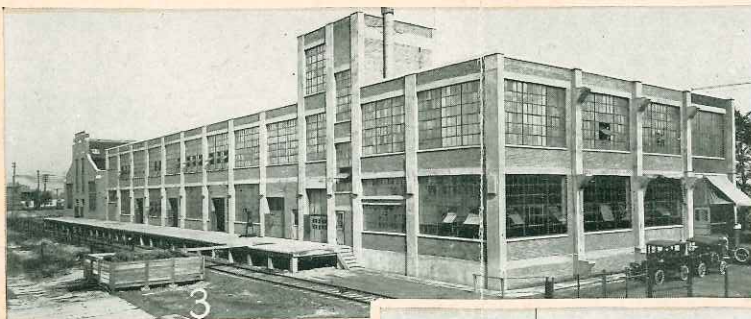
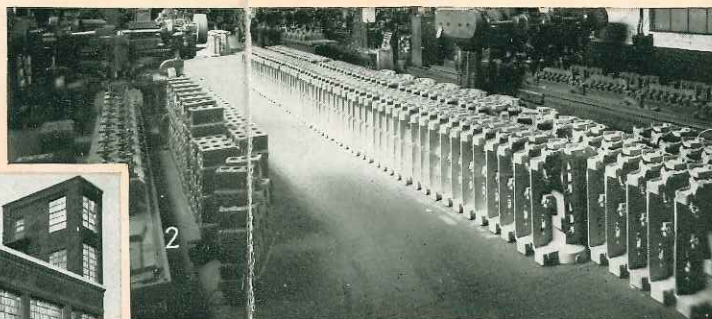
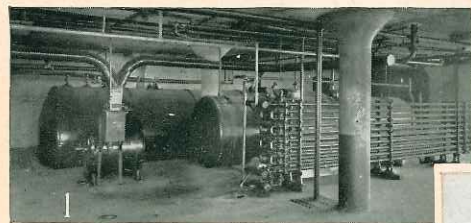
The new Differential, equipped with liberal over-size roller bearings, is of proven efficiency and quietness.

THE CHANDLER MOTOR CAR CO., Cleveland, Ohio., U. S. A.

Export Department: 1819 Broadway, New York

Cable Address CHANMOTOR





No. 1—Fuel Oil Storage Tanks  
No. 2—Crank Case and Cylinder Block Milling Department  
No. 3—One of the Machine Shop Buildings

No. 10—Three Buildings used in Export Boxing, Loading and Storage Work

No. 4—Modern 5-Story Administration Building  
No. 5—Home of Body Trimming, Upholstery and Painting Departments  
No. 6—Engineering and Service Departments

No. 11—Interior View, Showing Battery of Gear Shaft Machines in Foreground

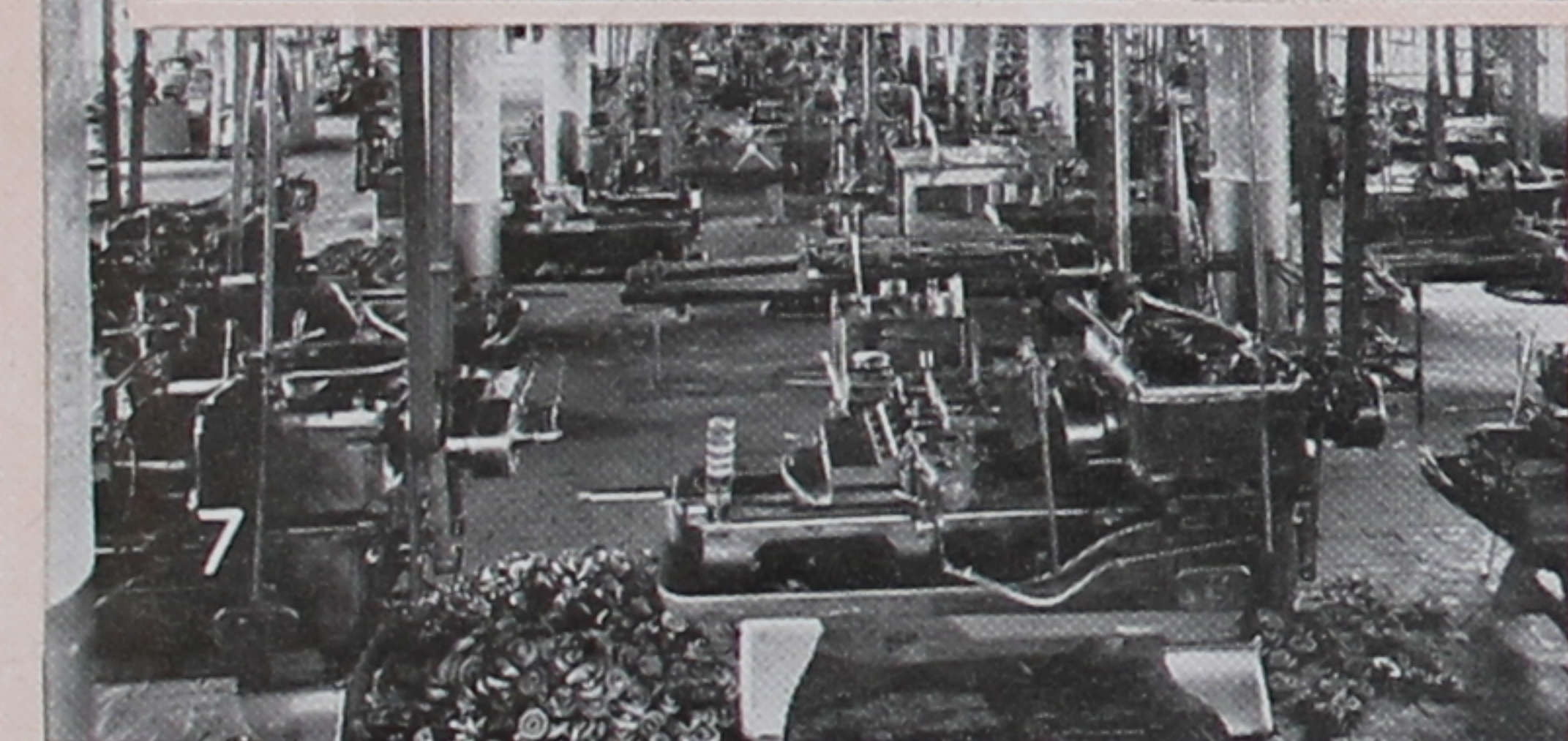
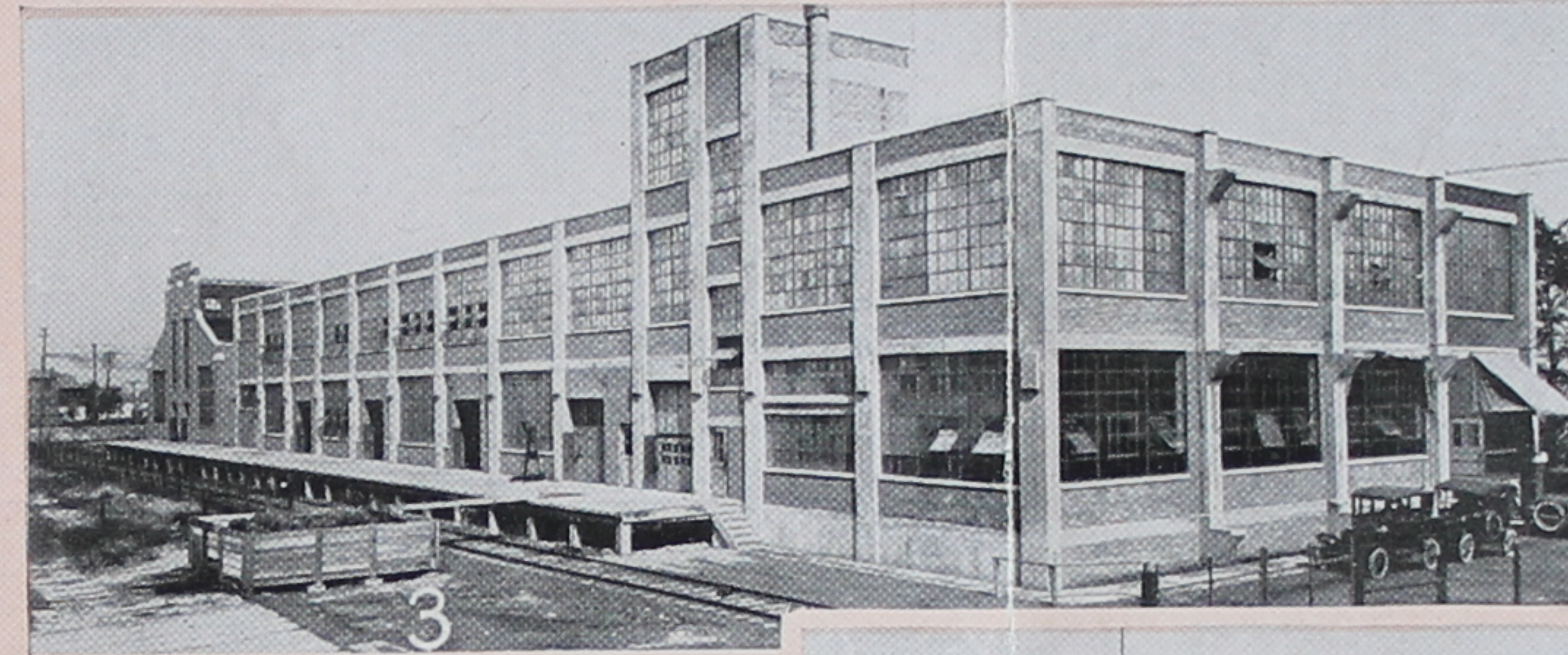
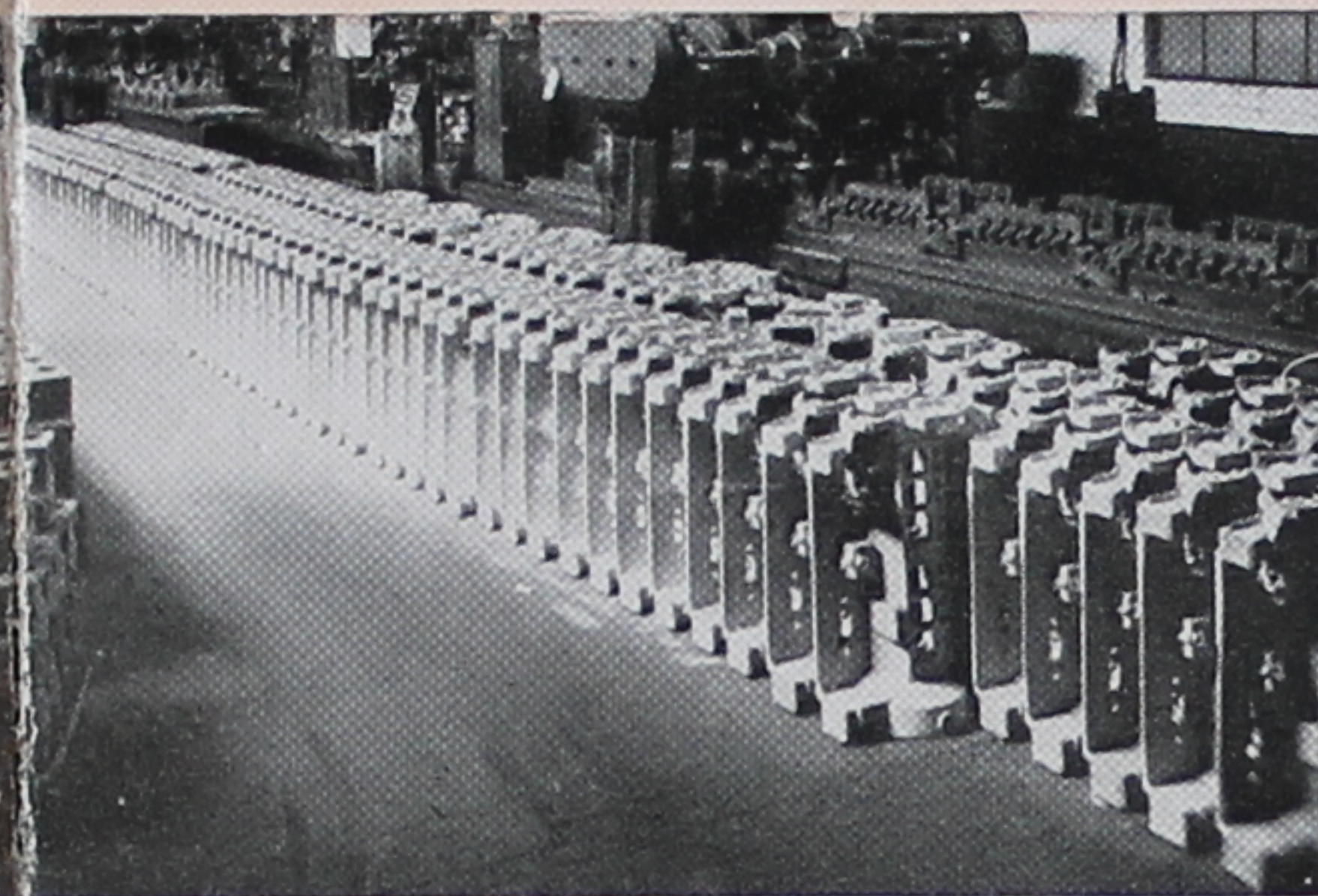
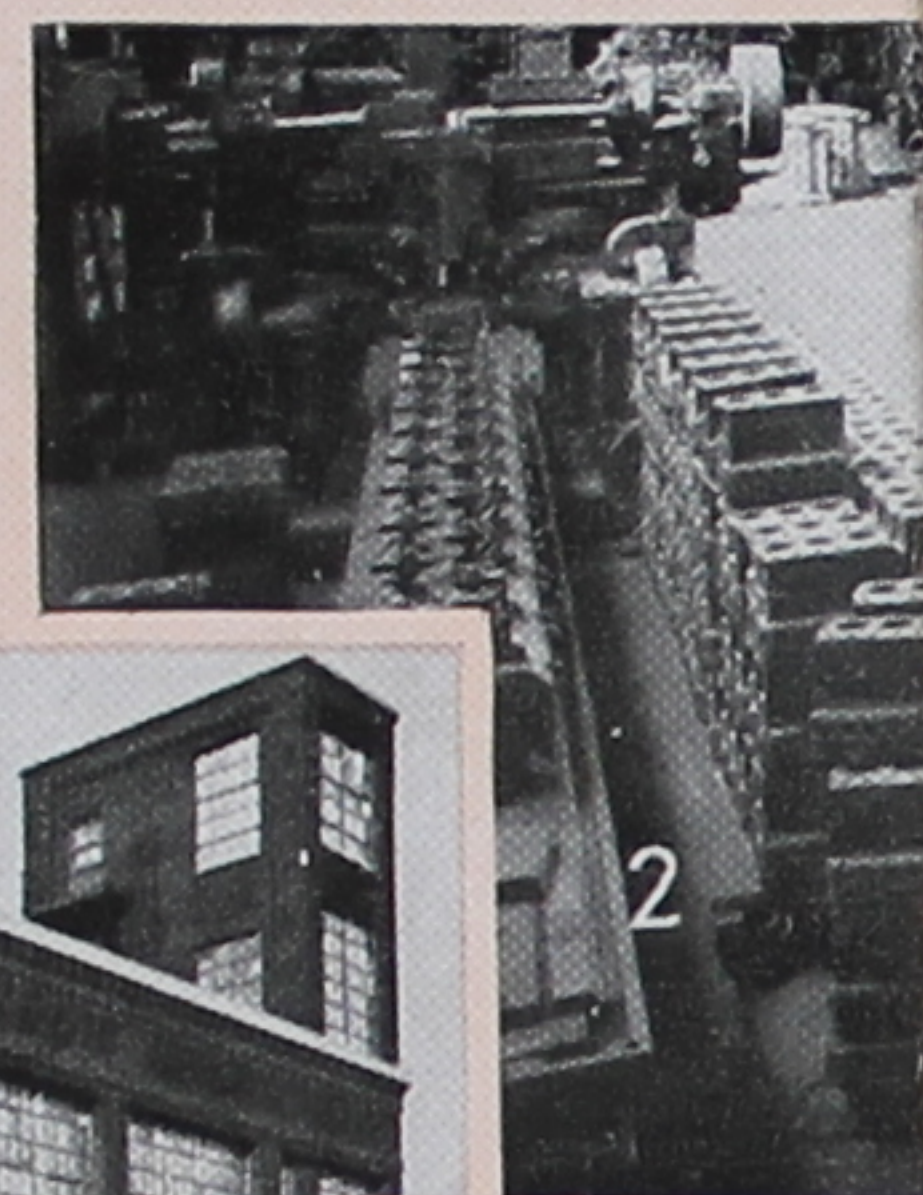
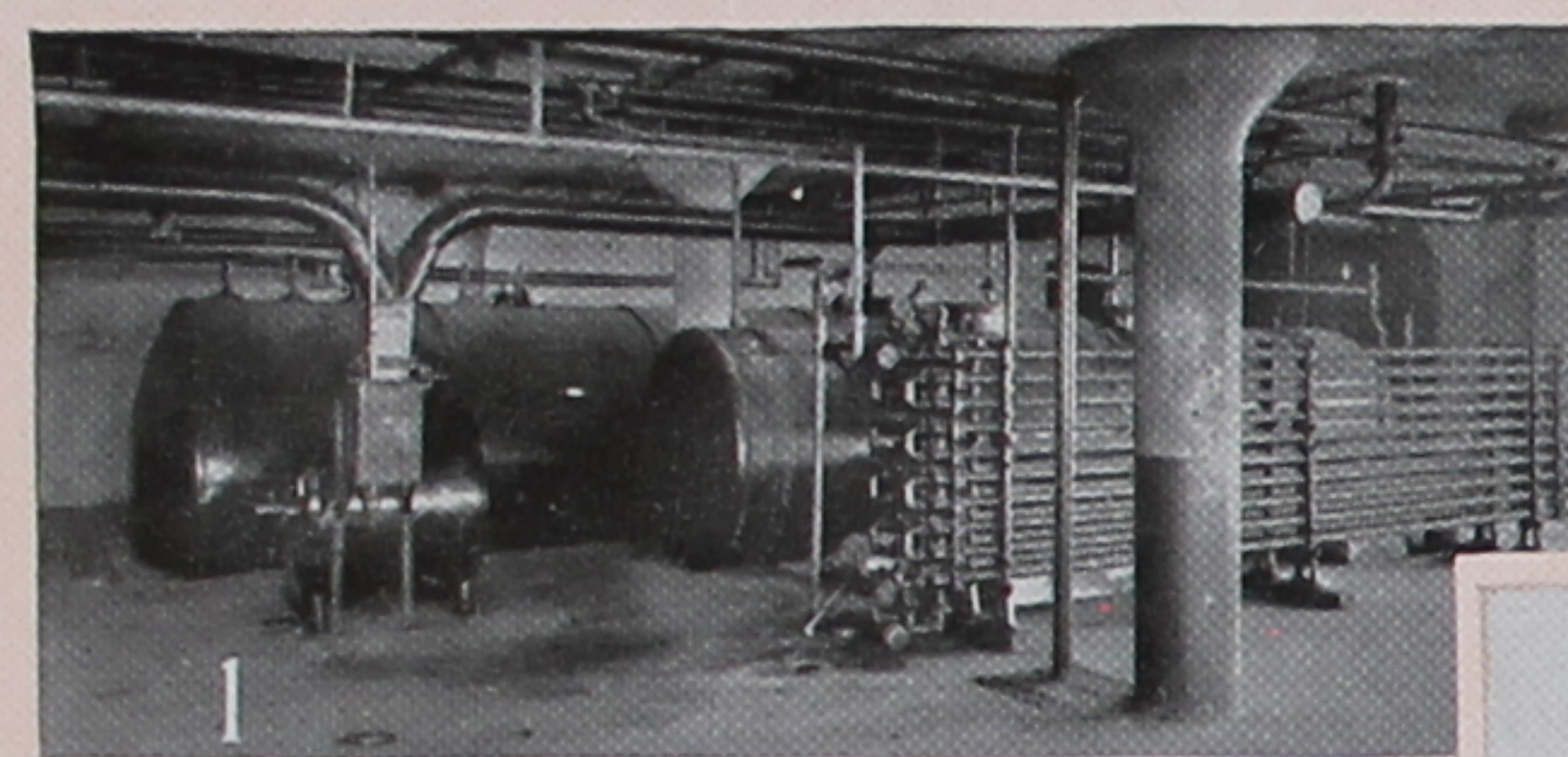
No. 7—Corner of Main Machine Shop, Horizontal Boring Mill in Foreground  
No. 8—Birdseye of Largest Building in Chandler Group  
No. 9—Heat-treating Department

### THE HUGE CHANDLER PLANT, BACKED BY UNLIMITED FINANCIAL RESOURCES, MAKES POSSIBLE THIS GREATEST ACHIEVEMENT IN MOTOR CAR VALUES

These pictures illustrate graphically the wonderful growth of the Chandler Company, since its modest beginning eight years ago. In this mammoth plant, completely equipped with every modern appliance for efficient and economical production, the

new Chandler Six is being built almost in its entirety. Chandler's great financial strength and purchasing power coupled with its engineering skill and manufacturing facilities, make possible the production of a car of unmatched value.





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